

AUG 14 1930

ATLANTIC FISHERMAN

VOL. XI

Registered U. S. Patent Office
AUGUST, 1930

No. 7



You Can't Buy Rope from Icebergs



Captain Bob Bartlett, skipper of the famous exploring schooner *Morrissey*, realized that he needed the best rope equipment he could buy. His many trips to the Arctic regions convinced him that it was dangerous to have aboard any cheap or inferior cordage. Being miles away from a source of supply, his ropes had to last and give good substantial service.

When Captain Bartlett equipped the *Morrissey* with *Columbian*, he may have thought he was buying just ordinary good rope. The following year, however, when examining his equipment for another strenuous trip, he was surprised to find that it was unnecessary to replace his *Columbian Rope*. And he has used *Columbian Tape-Marked* exclusively ever since.

The following features are some of the reasons why Captain Bartlett chose *Columbian*:

- It is the *Guaranteed Rope*.
- It is waterproofed as only *Columbian* waterproofs rope.
- It does not kink.
- It is flexible, wet or dry.
- It will not deteriorate from dry rot.
- It possesses great strength and durability.
- It is made in the world's most modern Cordage Mills from fibre specially selected by *Columbian* fibre buyers.
- The *Columbian Rope Company* is the only rope manufactory to operate its own buying establishment and warehouse in the Philippines.

When fishermen are buying cordage equipment, they will do well to remember how *Columbian* has served Captain Bartlett. It is the rope sold on facts, not on idle claims.

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Auburn, "The Cordage City", N. Y.

Branches: New York Chicago Boston New Orleans Philadelphia

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The reasons why Capt. Edward Miles selected a Hill Diesel 20 H.P. Engine to power his boat "Sturdy", a One-Man-Boat in which he will make a trip around-the-world, are as follows:

The Captain writes—

"These are my reasons for putting in a Diesel: First, no gasoline aboard, second, I will get more miles out of a tank and will use cheaper oil, third, the main reason I selected HILL DIESEL from the many makes was due to having seen the satisfactory and reliable service they were giving in thirty-three Stations on the Suez Canal in Egypt."

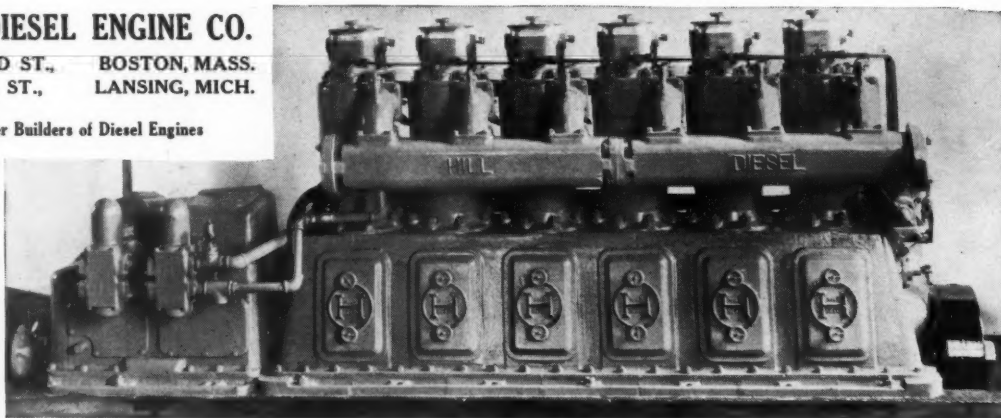
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to
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H. P.

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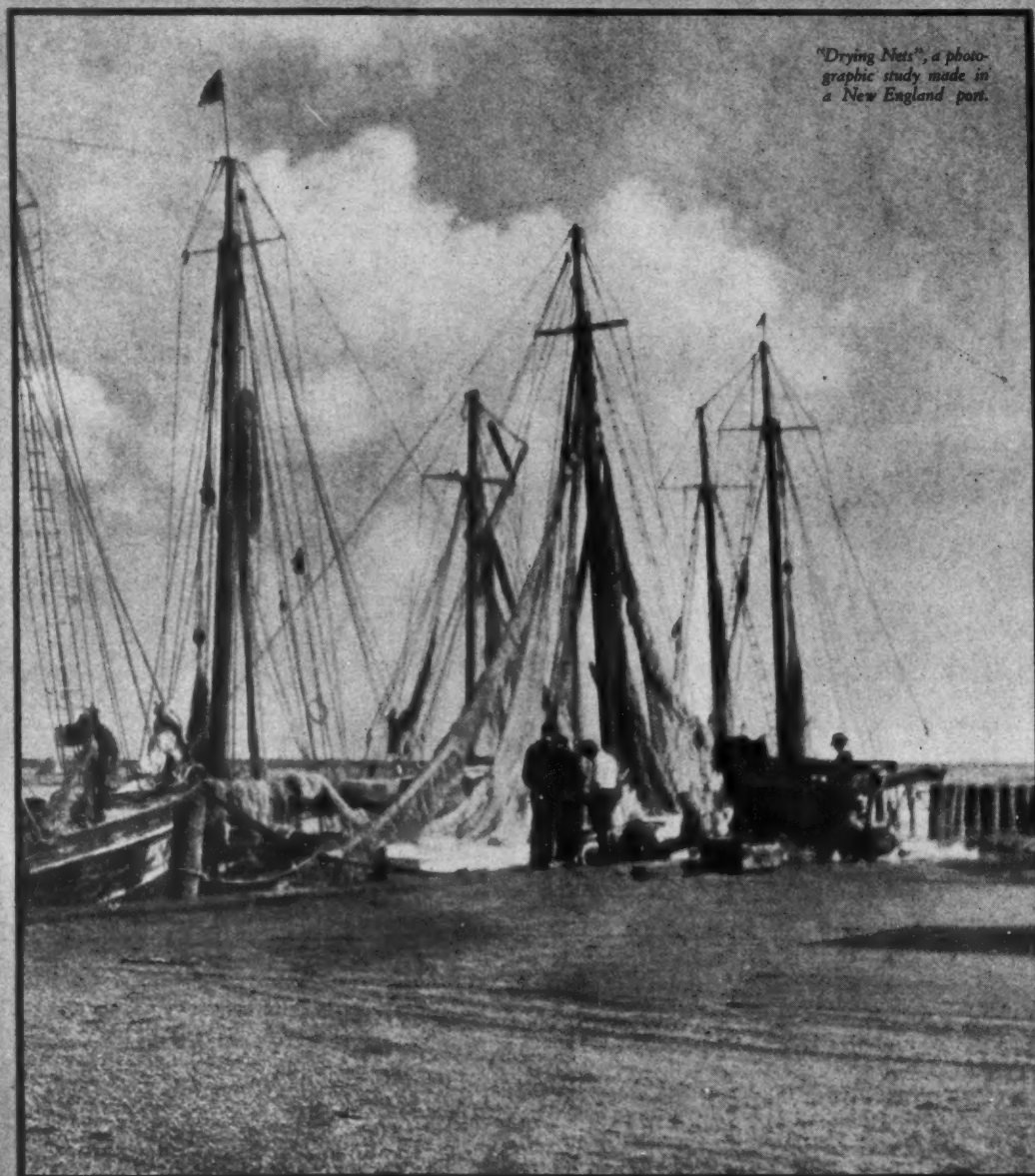
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Beneath the masts a heart beats true

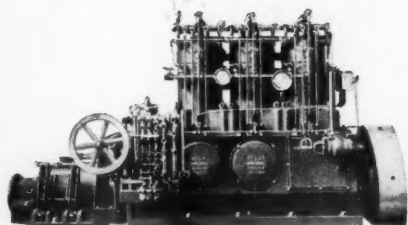
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**“and
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"We could not take a 10-1000 shim out of any of the mains or conrods, and three wrist pins have a 4-1000, and one has 5-1000."

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goes right on bringing skipper after skipper through one tough battle after another... always performing right up to snuff... never faltering in a pinch.

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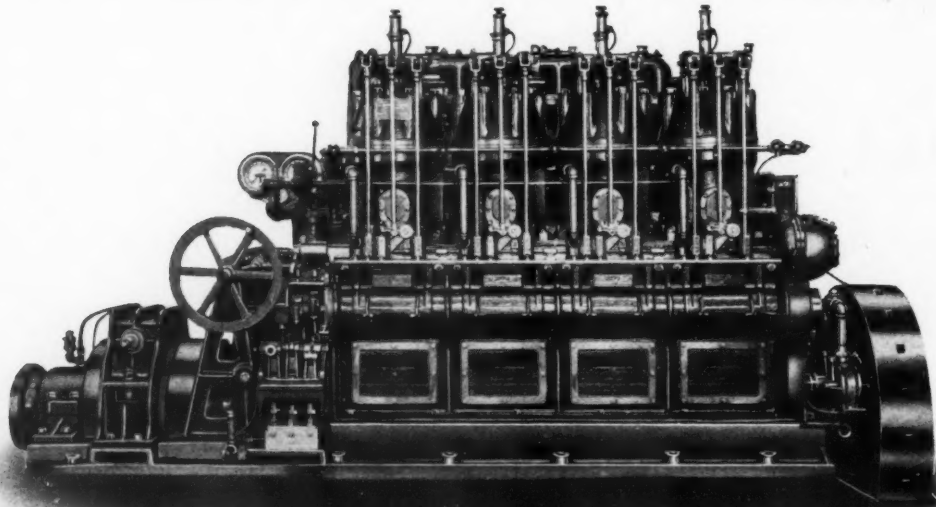
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Let us tell you of the technical reasons why you can make more money with the **WASHINGTON** Diesel engine. Address Proctor Engineering Company, Baltimore, Maryland.

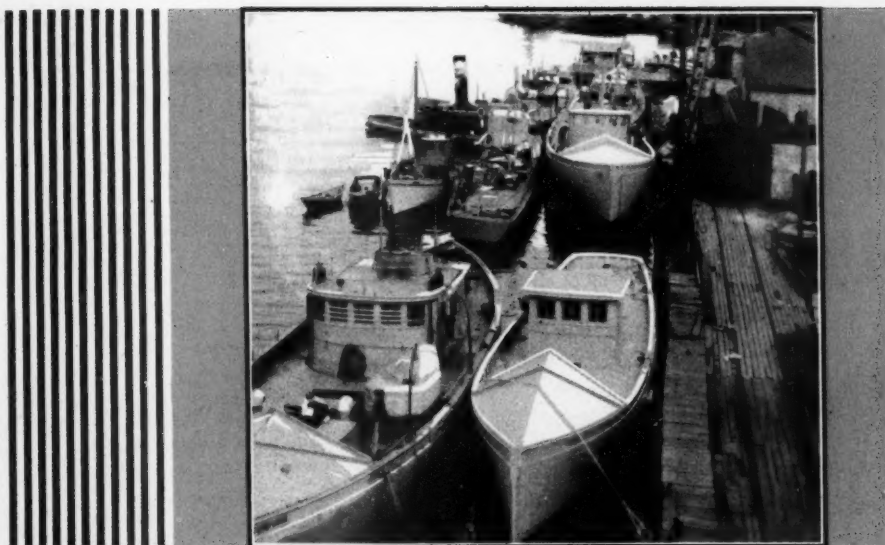
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44 to 1200 HORSEPOWER

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Top of cylinder head showing the accessible arrangement of the balanced fuel injector and caged valves.



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In selecting the power for a new craft or when refitting an old one—investigate the *proved* advantages that Fairbanks-Morse Diesel Engines offer. Fuel economy, dependability, low maintenance, long life—whatever the standards that govern your choice, you'll find that they are met by these simple, two-cycle, airless-injection Diesels.

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(Continued on next page)



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POWER, PUMPING AND WEIGHING EQUIPMENT





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begins the
SECOND CENTURY
of building
FAIRBANKS SCALES

(Continued from preceding page)

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Competent Fairbanks-Morse marine engineers are always available for consultation regarding power requirements in the conversion of existing vessels or the building of new ones.

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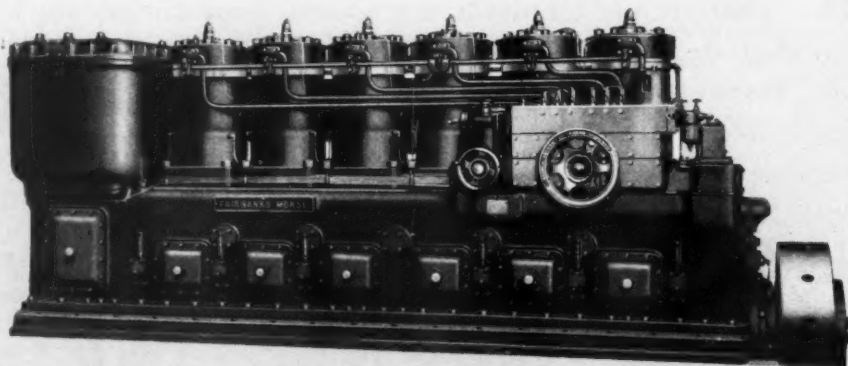
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Six cylinder F-M Diesel Engine. Model 37 (cylinder size 10½ x 12½ in.)

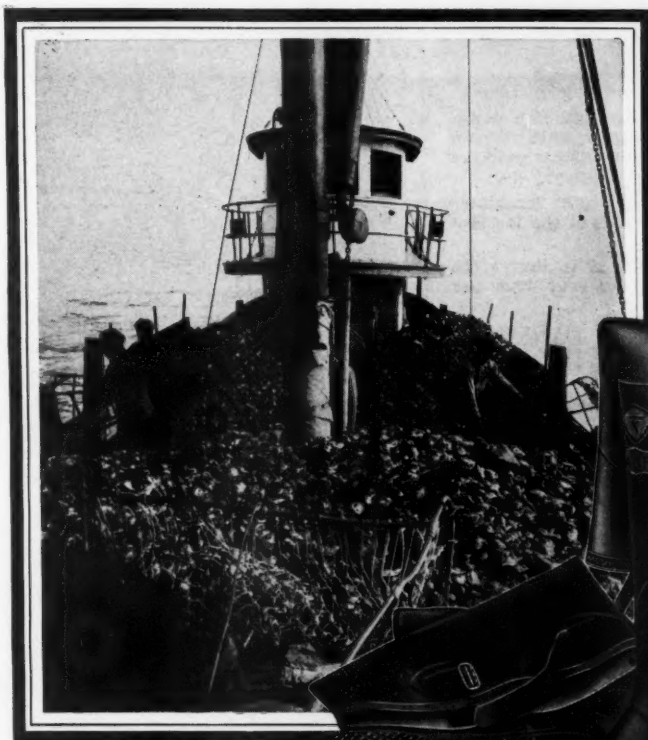


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The reputation of Firestone backs up these Fishermen's Boots... there's no tougher boot for the job in the world—and there's no tougher job for a boot. Take a look at the thick rugged soles and reinforced sections all the way up to the hip—these features alone will tell you of long

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Firestone Fishermen's Boots are available in either plain or ribbed vamps and friction, wool felt, or nett linings.

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Firestone

Fishermen's Boots

Hathaway

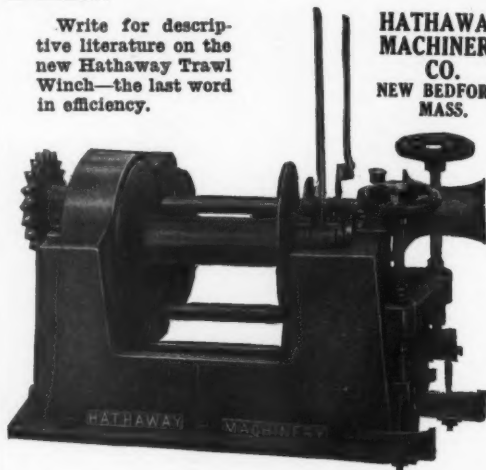
Into every Hathaway Installation—into the design of every Hathaway machine, there enters that priceless factor of experience, the result of twenty years of enthusiastic service to the fishing industry.

Hathaway equipped means equipped with machinery designed by men with a full knowledge of the job that fishing machinery must do.

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ATLANTIC FISHERMAN

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"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

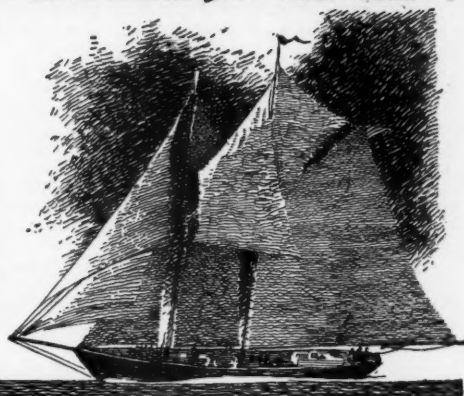
P. G. LAMSON, Publisher and Editor

10 cents a copy

\$1.00 a year

Entered as Second Class Matter February, 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property. The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs, by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea. While we realize that successful rehandling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.



VOL. XI

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The Relationship of the Government to Marine Fisheries

By Henry O'Malley, Commissioner of Fisheries

ANY deliberate destruction of natural resources or raw materials has always been, and always will be, condemned with the utmost severity. It is plainly an economic crime which cannot be condoned. And where such destruction is not intentional, or where it is inherent in otherwise legitimate exploitation, it is everywhere recognized as highly undesirable, and its prevention as imperative. Thus great and expensive campaigns are fought yearly to save our forests from destruction by fire, and the great oil companies spend huge sums of money to render their utilization of petroleum more efficient. No economic sophistry is allowed to interfere with this fundamentally sound principle of conservation, nor should it be allowed to do so in our fisheries, and every effort should be made to secure and maintain from these fisheries the maximum yield possible.

Nevertheless, there is a distinct tendency in some quarters to regard with complacency their reduction to a permanently less productive condition. Yet it is not an economic advantage, rather it is a calamity for any trade to be compelled to reduce the amount of its business, and to see its products shifted from the staple to the luxury class by increased cost of producing its raw materials. Nor is it sound policy for a government to have its fisheries industries reduced in productivity, to see a greater number of men and boats required to produce a lesser yield. There is little difference between complete destruction of a species and the reduction of its yield to an insignificant one.

Prosperity is prone to develop a peculiar psychology. To the optimist, the future seems sure. If he can save himself once by adopting new methods of capture or preservation, or by going to new grounds, he can do it again and indefinitely. If prices have risen in the past to balance a decrease in yield per unit of effort, they will do so again. If the stock of his concern has in the past paid high dividends it will continue to do so. The consequences of this attitude are not wholly his own concern, however; for it cannot be healthy for the trade any more than it has been recently for the stock market. This is particularly true if it leads to a ruthless sacrifice of one resource after another, which may allow the survival of those firms best fitted for change but must be severe in consequences to the majority.

It cannot of course be said that there is in our fisheries any such deliberate destruction of resources, yet without our volition, in some of our fisheries such as the tuna, albacore, and halibut, such a process of destruction and of increasing cost of production seems to be going on. The nearby supply is being constantly diminished or being found inadequate, and the fleets are forced to frequent distant regions at great cost and with a multiplication of men and boats. As regards the banks which are successively ex-

ploited, the process seems to be one of decline in abundance until it becomes economically barely profitable to carry on the fishery. It has been stated recently "As the supply of fish drops the cost of catching increases closer and closer to selling price, with a narrower margin of profit." And then, "the permanent productivity of a fishery is that productivity which prevails when we catch the fish down to where it is barely profitable to catch them and no more." That has long been recognized as the inevitable consequence of exploitation under modern conditions, but is in itself no justification of such a process. It has been realized by many capable students that the disaster of overfishing will not come in the total disappearance of the species, but in the reduction of the yield to a minimum and in a high cost of production.

There is no doubt that any such more or less complete failure of a natural resource to yield what was expected of it is a public calamity. But it is characteristic of our age to meet such calamities and best them. Time was when smallpox, the plague, the insect pests of orchard and farm, anthrax, forest fires, impoverishment of the soil, and many other things were thought of as the hand of God, inevitable, and to be met with resignation. But at present our whole civilization and economic structure is built upon inquiry into natural phenomena and their control or best use. Our great Department of Agriculture, and our public health organizations are maintained and justified by the need of our country for inquiry into and the scientific mastery of just such situations, and it would ill befit the Bureau of Fisheries to do otherwise than to meet the situation as it should.

The burden of proof that such a course is necessary must, indeed, rest upon those who would counsel any shameful acquiescence in depletion. Did there exist anywhere any legal control for conservation of marine fisheries, there might be a basis for argument one way or the other. Did there exist anywhere adequate facts showing clearly what has actually happened to any great fishery, or that what has happened was inevitable, there might conceivably be reason for discussion as to what had best be done. But as matters are at present an unsolved problem of declining species lies immediately before us, a challenge to us as a progressive and enlightened nation. It is almost inconceivable that the same spirit of research which is making our sea fish staples in our midwest households will not respond to the challenge of the unknown in the problem of raw materials.

This challenge is not necessarily wholly in the decline in yield of any given species. It is to an equal degree in the failure of our species to yield more when the intensity of fishing is multiplied. So fast are our means of exploitation increasing, and so quickly are we adapting ourselves to the

use of smaller and less desirable fish, that decline has been masked. But failure to obtain from any given species a corresponding return for our greatly intensified efforts has not been thus masked, and this failure, entirely aside from whatever decline in total is met with, is in itself a matter for most serious consideration from the standpoint of the immediate future.

How, then, can this challenge be met? It is characteristic of this period of expansion and of increasing mechanical and technical perfection, that it has ignored the need for record and analysis of what is happening. Most of our really great fisheries are as new as the recently invented mechanical processes upon which they depend, and some few of them live only by constant expansion and change. But to show what is happening under such a regime requires specialized research by methods which may be termed scientific bookkeeping. With eyes turned only to a future of expansion such research has been lacking, and scientific efforts have been upon less immediate biological problems. As a result, in our new and changing fisheries we have usually no standard of comparison between past and present yields, no accurate measures of intensity of fishing, no accurate evaluation of the changes in quality or size taken that occur, no recorded knowledge of the widening zone of operations and the yield given.

It is easy to demonstrate the necessity for such records from the only deep-sea fishery for which we as yet have any comprehensive series, the halibut. In that fishery the yield per unit set of gear on the older banks has fallen from 300 to 45 pounds in 24 years. Presumably at the beginning there were too many halibut so that growth was slow and natural mortality high, yielding but a small usable surplus from a large stock. But as abundance decreased conditions for survival may well have improved, and a greater yield for the existent stock may have been taken. But to reduce the abundance as enormously as has occurred is undeniably to go too far in improving conditions. At some intermediate stage these were at their best and the yield available a maximum. There the fishery should have been held, but it was not.

The circumstances cannot have differed in their essentials from those of a ranch over or understocked with beef cattle. Instead, however, of restraining the fishery, not even a record was kept of the total yield of these particular banks, and we have no means of knowing at what stage the fishery was producing its maximum. All we know now is that it has gone far beyond what may reasonably be supposed to be the point of greatest permanent yield and over certain areas has completely cleaned the banks. Whatever increased food supply the fish may have, it has certainly been for a long time in excess, sheer waste from our standpoint.

There is no alternative but to restrict this fishery until the stock on the banks has increased. This restriction is acknowledged to be inevitable during the decline under a policy of laissez faire—why not turn it to good use by action in time? The species is not necessarily in danger of complete extermination, it is true, but what reasonable man would desire that we make but a fifth or a tenth the use of our halibut banks that we might have were we to exercise some self-restraint.

The Bureau of Fisheries is not urging blind restriction to be relaxed completely when fish are more abundant. It is not urging any restriction unless reason is present for it, as it is in the halibut fishery. But it is urging control for the purpose of observation and of record, and for the purposes of restriction when such observation has shown its need. It is not urging temporary closure, but the maintenance of a constant control to hold the species at its most profitable level of abundance.

It should be emphasized, however, that there are a great variety of species. Some of them, whose production is limited solely by the food available or by natural conditions, may not need restriction, others may. Some of them cannot be readily reached by the gear and reserve stocks may remain despite enormously increased intensity of the fishery. Others are migratory and easily reached. But of all of them it may be said, that observation of their abundance and their fluctuations is valuable in affording an understanding and a means of forecast, even though restriction is not needed. And nothing but observation and record will show to what category each fishery belongs and the presence or absence of overfishing.

We cannot logically deal differently with marine fishes than we do with salmon and fresh water fishes. In neither case is the question that of merely a sufficient escapement to perpetuate the species but it is that of allowing an escapement which will best stock the available feeding grounds, and these are limited in each case, a fact well known to modern biologists. In both it is possible to far exceed what should be taken. It is, for instance, wrong to assume that the halibut has a "good sporting chance" to escape and far more so to assume the same in the case of species for which no real knowledge of the situation is at hand. As a matter of fact, events have demonstrated that the halibut has no such chance—certainly far less than has the salmon under present administration of the law.

What our marine fisheries must have is a vigorous, alert policy of careful observation, letting regulation and control come when the proof of its need is at hand. We must develop our methods of observation, both by statistics of catch or landings, and by experimental means. We may freely admit that these methods are not now adequate in most of our species, and this lack should be repaired at the earliest possible date. It is furthermore entirely obvious that the value of our observations is dependent upon comparison of the condition of the fishery from time to time, preferably beginning in the earliest years. No time should be lost because we are dealing with a rapidly changing industry that keeps no such records, and the opportunity to gather these early records is rapidly disappearing.

Such observation, to be complete, requires the technical development of methods of marking to a point where it accurately reflects intensities and the resultant fate of the stock of fish. It requires the maintenance by the government of experiments with standardized gear, in case the fleet itself cannot furnish records which are comparable from one period to another. It requires a careful evaluation of the continuing change to a smaller average size in the fish taken, since our recent research on halibut indicates that if depletion is not continuing, this change to a smaller size should yield a much larger catch instead of a smaller. In other words, that the changes in quality occurring are actually a continuance of the process of decline. The total yield, by area if possible, should be at hand, with records of amount of gear fished in each such area. All of these things imply unified control and a unified program of investigation. They cannot be carried on simultaneously and independently by various governments with any approach to the efficiency which international control by treaty would provide.

To conclude, the writer does not concur in any attitude toward our fisheries which regards their decline or their failure to respond to demand as inevitable. He finds nowhere any proof that the older fisheries cannot be maintained at a much higher level of production than they now are. Nor to his knowledge has there been anywhere any actual attempt to so maintain them, despite the extensive scientific work accomplished. The evidence as to their actual condition is lacking or is debatable in meaning, and research upon the species has for the most part been on less immediately important phases than statistics of stock and production. Even were these things not true, the more modern methods of reaching a greatly increased market would in themselves throw into the discard any previous conclusions because of the enormously increased demand the future offers. The lack in our knowledge can and should be remedied by earnest effort, and where as in the halibut, the evidence of overfishing is clear, action should follow knowledge. Any other attitude, such as condoning decline in yield, cannot be sound economically or politically.

The Montreal Convention

PREPARATIONS for the United States and Canadian Fisheries Associations joint Convention, scheduled for September 11th, 12th and 13th in Montreal, are rapidly nearing completion. Reservations are being received daily for hotel accommodation and the attendance promises to exceed all previous records.

The exhibition, which will be an important feature of the Convention, will be the most complete and largest ever staged by the Association. Many internationally known concerns have purchased space in which they will exhibit their products. The Canadian and the United States Governments will exhibit and demonstrate their activities in behalf of the industry.



Our Photographer Makes Trip to Georges on Gloucesterman

Intimate Scenes in a Fisherman's Life Pictorially Told

1. Fishermen lowering their duffle bags. 2. On Georges. Jogging her. 3. Cutting frozen herring for bait. 4. Baiting trawl. 5. "Lower her away boys!" 6. Time to put in a reef. 7. Getting in a big halibut. 8. Breezing up and fog coming. Back to the vessel in haste. 9. They tap these boys with a "killer" before taking them into a dory. 10. Just a silhouette, showing the "whitewings" of the sea which are ever present. 11. Hauling trawl. 12. The dories come back. 13. Pitching 'em on deck from the dory. 14. Nesting the dories for the home run.

Cooper Dam to be Built Wholly in American Waters

Quality not Quantity is Slogan of Maine Sardine Packers

Boothbay Harbor Gaining as Center of Fisheries Activity

By Alfred Elden

THE most important news of the past month from the Eastern part of Maine, is the announcement by Dexter P. Cooper, engineer in charge of the so-called 'Quoddy Project, that the All-American plan of dams lying wholly in American waters would now be built before anything further is attempted on the larger international scheme. Plans are complete and the approval of the War Department has been secured.

The investigation of fisheries required by Canada in the case of the international project for which \$45,000 has already been appropriated by Congress, will not concern nor delay the All-American project in any way. Mr. Cooper stated that he is not abandoning the larger project but that it must now wait; that he would build on the American side first and then await developments arising from the investigation as to possible effects on the fisheries Canada wishes to make.

The dams will be so arranged in the Maine plan that they can be tied in to the international enterprise if and when Canada gives her consent. This new plan involves a cost of about \$36,000,000 and 300,000 horse power will be generated. About 1500 men will need 30 months to complete the job. These figures compare with a cost of \$100,000,000, a force of 5,000 men and a construction period of four years for the international project.

The attitudes of the American and Canadian governments toward the project are curiously opposite. On this side of the international boundary, Cooper's plan has been received with great acclaim and no voice has been raised against it. The sardine packers of Eastport, Lubec, Robbinston, and Pembroke with an investment of several millions of dollars are a unit in approving it.

In Canada, on the other hand, strenuous opposition developed and the charter Cooper finally secured from New Brunswick was so full of difficult conditions as entirely to block his efforts with the Dominion Government.

Only a comparatively few herring weirs and important fishing interests lie inside the dams as proposed in the international project. The great bulk of fishing activities are outside. The total value of the fisheries that might—or might not—be affected is small, in the minds of all American-side folks, as compared to the vast benefits sure to follow.

Sardine Factories Passing Through Readjustment Period

Maine's sardine packing industry was in a most unsettled state on August 1. Not a factory from Eastport to Portland was making any attempt to pack. And no definite date for starting up had been announced.

It seems to be the general belief that the start may be somewhere between the middle and the last of August but there is nothing sure about that. In any event the season is bound to be the shortest in the recent history of the industry.

The business of packing sardines on the Maine coast seems to be in a state of readjustment. While this year is likely to be more or less unsatisfactory and the total pack far below normal, there is still an undercurrent of optimism and a feeling that within the next few weeks or months most of the obstacles that have been prominent in the industry in the past will have been removed.

One of the principal objects of the recently and newly organized Atlantic Sardine Packers Association was better cooperation among the packers. A movement is well along to determine the "costs" at the different factories. Results so far seem to show that the differential for any one plant in putting up a certain grade of goods, should not be materially above or below that of any other factory.

This is one of the trade wrinkles that is being ironed out. With a knowledge of the packing costs of different grades at all the factories it should be easy to settle upon a uniform price to the public. Underselling and price slashing have undoubtedly caused much havoc in the past to the stability of the sardine industry of Maine. There can be no sound underlying business principle in any dealer selling goods below cost as has been done.

Another reason for the delayed opening has been the fish themselves. In recent years only a few factories have made any attempt to pack regularly until the latter part of July or the first of August. They have found that generally the late Summer and early Fall fish are of the best size and in fine condition. From them through a short intensive season they have been able to secure a normal pack of from 1,800,000 to 2,000,000 cases.

So, as usual, little attention was paid to the Spring schools of herring. And the later fish have not been regarded as satisfactory when it comes to numbers, size and general condition. But a surprisingly large quantity of sardines can be put up in a few weeks, and even with a very late start, the packers may yet be able to get enough from the prime Fall schools with which to "carry on."

Quality, Not Quantity

Quality and not quantity is undoubtedly the new slogan among the packers. Not only the sardine men themselves, but state and federal authorities, are all taking a new interest in the standard of the Maine pack. This, together with the extensive advertising campaign now being carried on, is sure eventually to create a large demand for Maine sardines.

The State Department of Agriculture, which administers the pure food laws, will place inspectors in every factory along the coast this season. The packers are welcoming this inspection and all express themselves as anxious to cooperate in maintaining a high standard.

The United States Department of Agriculture has sent a circular letter to every sardine packer in Maine, as well as to all other canners of food products.

This calls attention to the provisions of the "Canners Bill" recently passed by Congress and approved by the President. These authorize the Secretary of Agriculture to determine, establish and promulgate from time to time a reasonable standard of quality, condition and fill of container for canned foods. So, all in all, many readjustments in the industry which may upset it a bit this year, must eventually be for its good. Undeniably however, just what the 1930 pack of Maine sardines will amount to is something that cannot be safely predicted.

Failure of the sardine factories to open is a serious blow to the small Eastern coast towns where so many families depend for a good part of their yearly income on the work. Along the border coast of Washington County, with Eastport the leading packing center with 10 factories, and Lubec three miles away with eight, there are 25 large sardine plants. The principal catches of fish during most of the season are in Canadian weirs. There are approximately 1,000 of these located in the Bay of Fundy, Passamaquoddy Bay and sections of the St. Croix River. Many weirs cost from \$3,000 to \$4,000 each.

Connors Bros. Ltd., sardine plant at Black's Harbor, N. B., resumed packing in early July after a shut down of a few days. This has been the only market the Passamaquoddy weirmen have had this season so far. The run of excellent oil size fish is ample and there has been no lack of stock since the factory opened last Spring. The run of fish in Eastern Maine waters in the early season was the heaviest for years and had the American factories been buying the 'Quoddy fishermen would have been "sitting pretty" by now.

It seems unfortunate that there is not some other market beside the sardine packers by which the great herring schools could be turned into money. Suggestions have been made from time to time that fish meal and fertilizer plants around the shores of Passamaquoddy would solve the frequent acute overproduction problem, but nothing seems to come of them.

As the years pass and the sardine season becomes shorter and shorter it is plainly evident that unless some provision is made for handling much larger quantities of herring, the weir fishing industry will surely become devitalized and the fishermen of Eastern Maine and New Brunswick will be forced out of the business.

"Ordinarily I do not like billboards," says Governor William Tudor Gardiner, "but when out in Salt Lake City, Utah, I saw a big sign urging convention folks to eat Maine sardines, I had to admit that there was one sign that looked good to me."

Boothbay Harbor Gaining in Importance

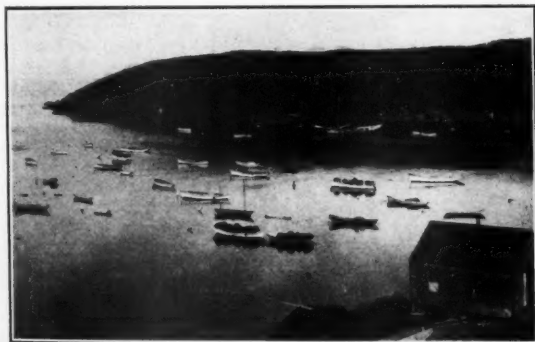
More and more is Boothbay Harbor gaining in importance as a center of fisheries activity. Scores of the big Boston, Gloucester and Portland schooners, put in here for ice and bait on the way to the Northern fishing banks. John Kelley, manager of the Boothbay Harbor Cold Storage Company, leases a big ice house and wharf privilege at the plant of the Maine Fish Corporation on the East side of the harbor. After taking on ice there the vessels cross to the cold storage on the West side for their herring bait.

Many of the Boston and Gloucester fishermen wait until they reach Boothbay before icing and baiting up. A recent caller was the swordfisherman *Pilgrim*, of Gloucester. Another interesting vessel was the 140-ton schooner *Hesperus*, of Salem. After taking on a big supply of ice and bait this craft sailed for Greenland on a halibut trip. Other halibuters were due to follow the *Hesperus* into Boothbay as their last port of call before striking for the Grand Banks.

It looks as if the splendid plant of the Maine Fish Corporation on the East side may soon open after several years of idleness. It is commonly accepted here that the O'Hara Brothers, of Boston, have bought the wharf and buildings and will operate a fish filleting and general fresh fish business here before many weeks.

This plant was originally built nearly half a century ago by Luther Maddocks, 86-year-old dean of the Maine fisheries, still active at Boothbay. The property is said easily to be worth \$100,000 and it could not be replaced today for twice that figure.

If the O'Hara Brothers are the new owners it will boom Boothbay greatly. This Boston concern has its headquarters



Lobster boats at Monhegan Harbor, Maine, just before traps were taken up for the season.

on the Hub's famous Fish Pier, and operates a fleet of six steamers and nine big auxiliary schooners. It handles fresh, frozen, salt, smoked, pickled and canned fish, and such by-products as fish oil, meal and fertilizer. It would doubtless furnish a market for the local fleet of small boats even though supplying the bulk of its requirements through its own vessels.

Another new industry that is rapidly growing is the Trident Fish Company, owned and managed by Lyman Merry. Mr. Merry was foreman of the Maddocks Packing Company for many years, and after that filled a similar position with the Neptune Packing Company. Last year he started in for himself packing sardines at a small plant just South of the Neptune buildings. Now, there is a convenient wharf for taking out fish and a big addition is being built on the main building. So, too, will a large barn on the high land above this be remodelled and utilized for retorts, being connected to the main packing rooms by conveyors.

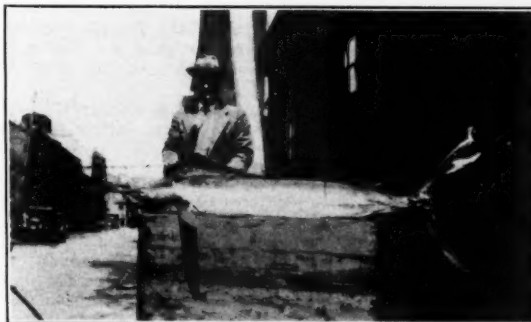
"We expect to start putting up sardines some time in August," said Mr. Merry to ATLANTIC FISHERMAN. "Our present capacity will be about 500 cases a day. I hope to make this an all-the-year industry for Boothbay. In the Winter I shall can clams and clam chowders, while during the Spring

and Summer fish flakes will be put up. We get some fine haddock from the cold waters just outside and we hope to furnish a new market for the local fishermen."

Boothbay Harbor has also become an important center of distribution of fresh fish to a widely scattered market among the Summer folk of the outlying region. Trucks distribute daily catches brought in by local small boatmen, not only to the cottage colonies and Summer hotels, but to such inland Maine points as Waterville, Augusta and Gardiner. Considerable quantities are also shipped to Boston.

Swordfishing Fleet Hampered by Breakdowns

The Portland swordfishing schooners had hard luck the first of this season. Out of 15 vessels only one or two escaped some kind of trouble, such as damaged rudders, crippled power plants, fire or torn sails which necessitated curtailment of their trips on Georges and a return to port for repairs with small catches. They lost much valuable time and hundreds of dollars that would ordinarily have gone to crews and owners.



Walter H. Rich, U. S. Bureau of Fisheries representative at Portland, Maine, standing by Capt. Gus Doughty's skillagelee, or sail fish.

The *Alice M. Doughty* met with a mishap while swordfishing on Georges. The governor on the big Diesel motor broke. The vessel was forced to head for home after making temporary repairs, but the heat that was generated set fire to the stern and the blaze was well underway before discovered and extinguished. Although the trip was cut short the 52 fish the *Doughty* unloaded brought each member of the crew \$112.

The *Benjamin F. Thompson*, Captain William Thomas, was forced to sail 230 miles home from the banks under canvas alone. A stern bearing burned out and crippled the power plant. With a head wind nearly all the distance the crew had a good opportunity to realize just what a blessing the marine motor has been to them. The *Thompson* landed 79 good fish. Her biggest day was 11 fish on Georges and she lost several big fellows even after ironing them. She was out three weeks and a day.

The schooner *Abberance* owned by the Soule Fish Co., of South Freeport, joined the swordfish fleet off Georges Banks in June. She is powered with a 70 h.p. Standard Diesel.

The most perfect specimen of small swordfish seen in Portland in years was brought in by the *Richard J. Nunan*. It weighed only 150 pounds while average fish run from 300 to 600 pounds. The *Nunan* brought in 78 fish which was the largest local trip of the season up to mid August.

Maine Boatyards Active

The B. F. Warner yard, at Kennebunkport, continues to turn out notable fishing vessels. Its latest contract is with Captain A. Reiter, of Greenport, N. Y., for a dragger and the craft is now well along. The new boat is 60 by 15 by 5 feet and will be equipped with a 72-horsepower Wolverine Diesel motor. She is being built from the blue prints of a former fishing boat launched a year ago from the Warner yard. Her most striking characteristic for this type of craft is a square instead of a round stern. Her predecessor constructed from the same design however, has been eminently satisfactory, being a fine sea boat and with good speed. The boat was all planked August 1 and it was expected she would be ready to launch early in September.

L. A. Maker, of Tillson's Wharf, Rockland, has nearly completed a 35-foot fishing boat of unusually heavy construction for Grover Young, of Owl's Head. Her owner will use her for scallop dragging and lobstering. As soon as this boat

is finished the Maker shop will start on another for W. L. Cook, of Tenant's Harbor.

Wm. Westerbeke of New Bedford, Mass., has a new beam trawler under construction at the J. D. Morse yard at Damariscotta, Maine. She will be 105 feet long, 21 feet beam and will draw 11 feet. She will be powered with a 275 h.p. 6 cylinder Fairbanks-Morse Diesel engine.

The *Black Douglas* launched on June 9th at the Bath Iron Works for Robert Roebeling, is another example of the fine type of vessel being constructed by that progressive concern. She is an auxiliary schooner yacht 153 feet long, 32 feet beam and draws 12 feet of water. She has a full overhanging stern and a clipper bow. She has three masts carrying 8,250 sq. ft. of sail, and is powered with a 300 h.p. Cooper-Bessemer Diesel engine. Her auxiliary equipment includes mechanical refrigeration and steam heat.

The *Black Douglas* will be used for swordfishing between Cape Cod and Montauk Point, and is equipped with two specially constructed Weller power tenders. Later she will leave for a trip around the world.

The Bath Iron Works also launched the *Placida* recently. She is a 191 ft. steel yacht and was built for Harry G. Haskell of Wilmington, Delaware. She was designed by Henry J. Gielow, Inc.

The *Placida* is powered by two 425 h.p. Cooper-Bessemer Diesel engines driving twin screws. She has electric steering gear, windlass and boat hoists.

Hake Strike in Large Numbers

In the second week of July after a tiresome series of almost blank "sets" the Passamaquoddy Bay fishermen struck luck outside the islands and landed good catches of hake. Some of the small boats brought in 4,000 and 5,000 pounds. It was hoped that the strike presaged a steady run of fish during the remainder of the season. Ordinarily the hake fishing is the chief standby of the Wilson's Beach fishermen during the Summer, thousands of quintals of them being cured salted and shipped to St. John, N. B., for reshipment to the South American and West Indies markets.

Horse Mackerel Landed at Portland Fish Co.

It was mid July when the first horse mackerel or tuna began to come in to the Portland wharves. Seven were landed at the Portland Fish Co. on Custom House Wharf that weighed between 750 and 800 pounds each and which "dressed out" better than 500 pounds apiece.

Largest Catch of Season for Small Craft

George Johnson, of Portland, brought in 4,000 pounds of mackerel in his Hampton boat, the largest catch for a small craft of the season.

Large Lobsters Taken

There are still some big lobsters in the sea. At New Harbor recently a lobsterman went off to his traps 10 miles and found a giant caught by a claw on the outside of one. It measured 42 inches overall and weighed nearly 25 pounds.

Captain Lige Grant, of Little Island Point, Mount Desert Ferry, took a 20-pound lobster out of his traps recently. He caught a larger one last year. "I've caught some pretty big ones in my day," said he. "The largest I took over 50 years ago when I was a boy. They were so plentiful then you didn't have to set traps. You could hook all you wanted out of the kelp and tide pools at low water. One day I discovered a logey old fellow in two feet of water and lifted him out with a gaff. Cal Jackson and I measured him and he went just 47 inches from the tip of his nose to the end of the middle tail flipper! Some lobster! We didn't weigh him because he was of no food value and nobody in those days thought of mounting him. He lay on the shore and died but a lot of folks came to see the giant while he was there."

Lobster Season Ends at Monhegan Island

The lobster fishing season at Monhegan Island is from Nov. 1 to June 25. After that date every trap comes up. If the supply caught prior to that date and kept alive in cars runs out then the Summer folk have to get their lobsters from the mainland. Shipping lobsters to Monhegan where there is the finest lobster fishing on the Maine coast would seem like carrying coals to Newcastle, but the fishermen had a special law enacted whereby they fish only through the Winter and Spring months. At that some of them make \$2,000 to \$4,000 in a season.

Scarboro Wants Rigid Enforcement of Clam Law

Nearly 100 prominent residents of Scarboro have petitioned their selectmen for a more rigid enforcement of the law which forbids the exportation of clams from Maine during the Summer months. Some well known Prout's Neck fish dealers headed the petition. The claim is that "clam runners" are taking hundreds of bushels of splendid Scarboro clams into Massachusetts nightly using big trucks. Dwight Underwood, York County fish warden, is said to be unable to cope with the situation unaided, so help has been asked of the Sea & Shore Fisheries Commission and of the State Police.

Clams constitute Scarboro's major industry. The biggest clam cannery in Maine is located there and hundreds of families are supported chiefly by digging and supplying the factory in season, and in furnishing the Summer supply for local hotels, restaurants and cottages. Properly conserved the supply is considered inexhaustible, but if the year's supply is removed in this wholesale manner during the Summer, it is feared there will be insufficient for the Winter season when the residents make most of their money supplying the factory.

Digs Clams for 65 Years

Dan Williams, Pine Point's most famous clammer has been digging the bivalves down to the "Creek" for 65 years and is still going strong. He doesn't make any pretense of being the champion as to the number of bushels dug in a day, but for length of time in the business he has no rivals.

"I've been digging almost continuously since I was nine years old and I'm 75 my next birthday. Figure it up! I've dug 17 bushels in a day but I can't do it now. Five or six baskets to a tide is about my average now. I'm getting on, but father was 90 and grandfather 80 when they passed so I expect I'll linger on a while.

"Everyone down here that dug clams," said Dan, "used to have to wear a badge showing that they were licensed. And, we all had to show our badges when the warden came around. We didn't know when one of those chaps might show up so we just wore our badges on our shirts or coats all the time.

"There was one fellow named 'Bill' who didn't take kindly to the law. Wouldn't wear his badge. Carried it in his pocket. One day a warden caught him without it. 'Where's your badge?' he asked Bill. 'Home,' Bill grunted. 'Maybe that's a good place for it,' answered the warden, 'but if it's just the same to you next time I come down here I'd like to find you wearing it conspicuously on your clothes.' 'Oh, hum!' grumbled Bill as he gnawed at a hunk of eating tobacco.

"Well sir, the next time the warden called we all looked over at Bill to see what was going to happen. When the officer came up to Bill he found him leaning over at a back-breaking angle busy digging in with his clam hoe. Pinned to the seat of his tightly stretched breeches was the nickel badge all clam diggers were required to wear in a 'conspicuous place!'"

Capt. Doughty Takes Skillagelee

When Captain Gus Doughty, of the schooner *Reliance*, came into Portland from the banks after a week's swordfishing, fishermen standing around Central Wharf greeted him with shouts of "Woohoo!" and "Boohoo!" For Cap'n Gus had a "Tetraperus Imperator" lashed up head first on the main boom. No, that isn't a disease although it took a lot of catching. In plain English it is a Skillagelee. I've heard fishermen call 'em Skillygillys but Skillagelee is right. They are also known as sailfish, bill-fish and spear-fish. Anyway, they are by no means common.

Cap'n Gus ran across the fish 30 miles south of No Man's Land, on Nantucket Shoals. They are seen in Maine waters only during the swordfishing season, its customary habitat being in the warm currents of the Gulf Stream, off the South American coast and in the Carribean Sea. In those Southern waters it is the custom when a vessel brings in a skillagelee for fishermen to bellow "Woohoo!" or "Boohoo!" Those are both accepted names for the fish in those sections.

This skillagelee measured about 6 feet in length and weighed more than 100 pounds. It was harpooned like a swordfish. One long fin goes the length of the skillagelee's back which folds down into a slot flush with the skin. When on the surface this membranous fin or sail is hoisted and actually serves as a sail which it reminds of because of its width and webbing. The skillagelee is chain lightning in the water and pugnacious. When harpooned it invariably tries to attack in return.

(Continued on Page 34)

Gloucester Fish Pier Commission Holds First Meeting

New Law Requires Crab Fishermen
to be Licensed

Launch Dragger for United Fisheries Co.

By E. A. Goodick.

THE special recess commission created by the last Legislature to investigate the need for a fish pier in Gloucester, held their first meeting on Friday, July 11, at 10:30 A. M. in Room 481, State House.

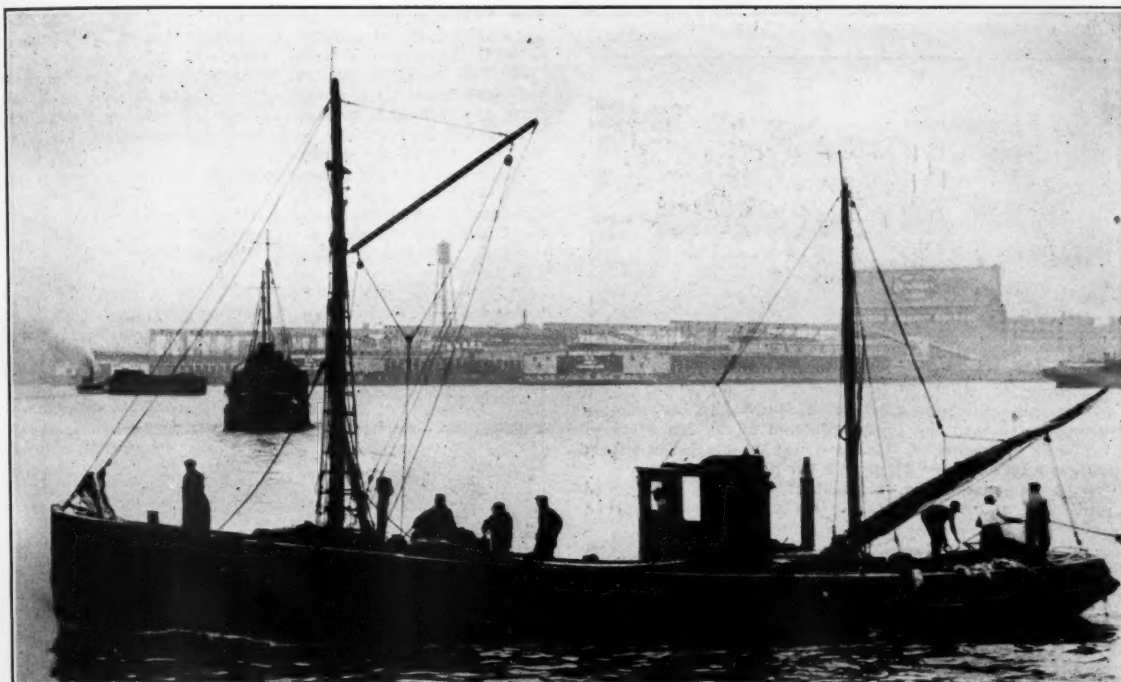
The members of the commission besides Senator Haley are: Representatives Archibald M. Estabrook of Haverhill, Harold B. Webber of Gloucester and John A. Jones of Peabody, Frank E. Lyman, Herman A. MacDonald and

General Court and signed by Governor Allen on June 9 and inasmuch as it carried an emergency preamble, the bill, chapter 414, amending chapter 130 of the general laws, has become a law.

It requires every crab fisherman to obtain a license, for which there will be a charge of \$5.00 to December 31, 1930, inclusive. These licenses can be obtained at the office of City Clerk Allen F. Grant and are similar to those of lobster fishermen, requiring the applicant to state the color scheme or other special markings of the buoys to be used by him, which shall be set forth in the license. All buoys used shall be marked accordingly and also with the licensee's initials or name, which shall be branded or cut into the surface of the buoy.

Committee to Revise Fish Laws Elects Chairman

The special commission, created by the last Legislature to make a survey and revision of marine fish and fisheries laws organized July 16 and elected Senator Frederick E. Judd of Southampton, Chairman.



Schooner "Edna Fae", Capt. Herman Tysver, of Gloucester, Mass. She is powered with a 90 h.p. Atlas Imperial Diesel engine.

Richard K. Hale, the latter three comprising the membership of the State Department of Public Works.

Senator Haley was elected chairman and Arthur F. Stiles, of Medford, was elected Secretary.

The next meeting will be on August 7th in Gloucester, at which time the commission will receive suggestions as to sites and will visit some of the proposed locations. Senator Haley, Richard K. Hale, Associate Commissioner of Public Works, and the Secretary were appointed as a committee to secure full data and work plans on the sites available.

Another Fine Craft Launched at Essex Yards

Another handsome fishing boat joined the local fleet July 12, when the 90 foot auxiliary dragger *Magellan*, built at the yard of Arthur D. Story at Essex, was towed to port following her launching.

The launching was a little premature, and there were many who were disappointed, including the owners, who arrived at the yard after the vessel had slid from the ways into the river.

The craft, which is very modern and substantially built for dragging off-shore, is for the United Fisheries Co., and will be commanded by Capt. Joseph Rose. She will be fitted with a 250 H. P. Atlas Imperial oil burning engine.

Crab Fishermen Must be Licensed

A bill regulating taking of crabs was passed by the last

Representative E. J. Dean of Chilmark was elected vice-chairman. Other members of the commission are Representative E. T. Brickett of Cohasset, Zenas A. Howes, Supervisor of Marine fisheries and game, Judge H. A. Harding of Chatham, Gardner Poole of Boston and Assistant Attorney-General Donald C. Starr.

The first meeting of the commission will be held September 23.

Thatcher's North Light to be Discontinued

Congressman Andrew has recently received a communication from H. D. King, Acting Commissioner of Light-houses in Washington stating that it is planned in the near future to change the existing lights on Thatcher's Island.

Mr. King says that the light in the North Tower will be discontinued, that the light in the South Tower will be changed from fixed to flashing and that electric current will be installed. He also states that the present white light at Straitsmouth will be replaced with a green light of greater candlepower, and that a gas buoy will be established near the Salvages. These changes have been under consideration for some time and the Congressman has been in correspondence in regard thereto with the Bureau and with Maritime interests concerned.

Mr. King adds that the changes have met with the approval of Maritime interests and that it is believed they will be of great benefit to navigation in that vicinity.

Send Cutter to Aid Local Craft

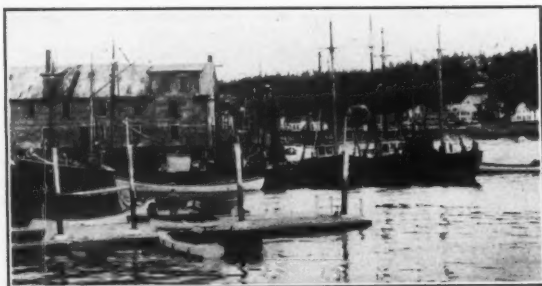
On orders from Capt. William H. Munter, division commander of the coast guard service at Boston, a search was made for the fishing schooner *Elizabeth and Ruth*, of Gloucester, reported July 17 as being disabled 90 miles Southwest of Cape Sable, and in need of assistance.

The schooner has no radio and word of her breakdown was relayed through another vessel to the owners, the Gorton-Pew Fisheries Co.

The cutter *Mojave* on off-shore patrol, was notified and ordered to do everything possible for the crippled schooner, either proceeding herself to the spot or getting word to one of the patrol ships near the position.

Stabbing Fray Lands Fisherman in Hospital

Carmeko Turardi, an Italian member of the mackerel seiner *St. Teresa*, Capt. Philip Fileto, was taken to the Addison Gilbert Hospital with a deep knife wound over the heart and Fortunato Palmaro of 3 Beach Court was held under \$2,000 bonds at police headquarters charged with assault with a dangerous weapon, which will be changed to murder or manslaughter, should the victim die.



Baiting up at Boothbay Harbor, Maine, Cold Storage.

According to what little information could be sifted, there was an argument, a sudden flare-up and the plunging of a jackknife into the breast of Turardi, as the craft of which he is a member of the crew, was slipping slowly past Ten Pound Island July 21, bound for seining.

Capt. Fileto was called from aft of the craft and looked Turardi over, and finding that he was stabbed deeply, turned the vessel around, and headed for shore.

He wharfed the seiner at the General Seafoods Corp. wharf a few minutes after the stabbing and barely had he bumped the wharf than one of the picket patrol boats from Base 7 on the harbor patrol, shot alongside and boarded her.

The crew of the picket boat sensed trouble in the outer harbor and were close alongside when the craft turned for port, and upon being informed of what had happened, chased the seiner to her berth. There they took the wounded man ashore and telephoned for the ambulance, which conveyed him to the hospital, and took Palmaro to Base 7, where he was placed under arrest and booked him on a charge of assault with a dangerous weapon.

Tows Crippled Craft to Port

The beam trawler *Penguin*, bound into port July 6, picked up a small motor boat with two men in it at the mouth of the harbor, and brought it to port just as the heavy storm was breaking. The skipper of the boat did not secure the names of the occupants and said that the craft was in no immediate danger when he picked it up.

Fisherman Loses Life in Plunge from Topmast

Tossed from his perch in a bosom's chair, slung at the topmast of the swordfisherman *Angie B. Watson*, Noah B. Porter, 31 years old, a native of Yarmouth County, Nova Scotia, lost his life Monday, July 7, while the vessel was fishing off Shelburne.

Porter, a lookout man on the schooner, had been aloft for some time, and was being relieved when the accident happened. The vessel was tossing about considerably in a choppy sea at the time, and as Porter descended the three-step rigging on the foretopmast, his foot slipped and he fell to the deck.

The force of the fall rendered the man unconscious and he lived but an hour afterward. The vessel put into Shelburne with the body of Porter, which was shipped to his home for burial.

Patrol Boat Aids Disabled Yacht

The pleasure yacht 776A, owned and sailed by Francis W. Sears of Cambridge, and containing Mr. Sears and a male guest, broke down while passing under the railroad draw bridge early on the evening of June 25, and was drifting toward a sand bar in the river when the patrol boat 191, coming back from Ipswich, where it had been guarding a burned speed boat, hauled alongside and passed a line aboard.

The patrol boat then towed the yacht into the harbor where repairs were made to the idle motor.

Discover Body of Fisherman in the Harbor

The body of William T. McNair, 60 years old, was found floating in the inner harbor shortly after noon June 30. It was not until late in the evening that the body was identified at the undertaking rooms of Willard S. Pike by relatives.

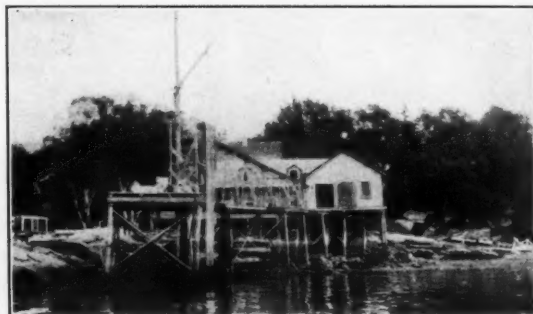
William D'Entremont, a member of the crew of the yacht *Illyria* while coming up the harbor in a motor boat, sighted the body floating a short distance from the westerly end of Fish Pound Island. Hastening ashore to the United Sail Loft, D'Entremont notified the police station, and Officers C. L. O'Maley and Flaherty were sent to the scene.

Dr. Ira B. Hull, medical examiner, found that McNair had been rendered unconscious by a blow caused by a fall from a wharf and striking against a vessel or fender log, it is believed, in which condition he suffocated, his body floating off with the morning tide.

There was a slight wound over the right eye and several small scratches on the forehead and one side of the face, but from a superficial examination, it could not be determined whether the skull was fractured or not.

Patrol Salvages Kegs of Islay

While cruising about off the Isle of Shoals Thursday, July 3, the local patrol boat *C. H. L. 56* in charge of Chief Boatswain's mate Emerson Cudros, ran through a mass of floating kegs and, pausing long enough to investigate, made



Plant of Trident Fish Co., Boothbay Harbor, Maine, a new all-the-year industry.

a haul of Islay, a malt used in the manufacture of Scotch whiskey, which was landed at the East Gloucester base, and then taken to the appraisers stores at Boston.

Islay malt at the present market price is worth \$15.00 a gallon, and as the kegs seized contained 10 gallons each it made the seizure amount to 310 gallons, worth approximately \$4,650.

"St. Rita" Rescues Only Survivor of Sea Tragedy

Arriving at Boston, July 14 with one body and one survivor of a yachting mishap off Scituate, the local seiner *St. Rita*, Capt. Frank Favoloro, of 69 Commercial St., brought a story of one of the most horrifying accidents that has ever been told at the Boston fish pier.

The survivor of the six who Sunday, July 13, set out for Scituate for a short sail before dinner, told of how the boat with five others capsized about 6 miles east of Scituate as they were caught in a squall while heading for port, and how one by one all slipped into the water and were drowned, the dead girl, Miss Elizabeth Munsell, 19, of Watertown, being the last to succumb.

The survivor, Baden Gareean, of Greenbush, said that after the boat had been capsized he and Charles Hall, of Scituate, the skipper, dove overboard and tried to right it by pulling on the halyards. Failing in this the six then obtained grips on the bottom of the boat and there they clung patiently waiting for assistance.

Long Island to be Host to Oyster Growers' and Dealers' Association

Clammers Now Get Permit Without Physical Examination

Baymen Await Opening of Scallop Season

By J. R. Leonard

TUESDAY, Wednesday and Thursday, August 19th, 20th, and 21st, will see the annual convention of the Oyster Growers' and Dealers' Association of North America, at the Hotel Cedarshore, Sayville, L. I. There will be morning, afternoon and evening sessions on Tuesday and Wednesday, when reports will be read by officials of the organization. Demonstrations of the practical and scientific planting methods of local growers are to be made on Thursday, August 21, the Long Island Oyster Farmers acting as hosts. Those present will enjoy a bus trip to Greenport. The guests then will enjoy a sail around Shelter Island, and oyster farming in that section will be demonstrated. An old-fashioned clam bake will be held on their return.

No Examination Needed to Secure Clam Permit

Some one in the State of New York has evidently awakened to the foolishness of compelling a bayman to get a certificate of health from a physician before he is issued a permit to dig or ship hard clams. The fallacy of such a law is apparent to anyone, it seems. The clammer or shipper does not in any way come in contact with the meat of the clam, as any one knows that has tried to open one, if not experienced. A person may now, on filling out his application and remitting the sum of \$2.50, receive a permit limiting him to none but certified waters, as stated on his permit. Each clammer or shipper holding such a permit is issued a number, which he is required to mark on his shipping tags together with the district or particular waters that the shipment came from. This tag is allowed to remain on the container until contents are sold and is then placed on file for a total of 30 days, as a reference, should the contents be found to be impure.

Better Prices on Sorted and Neatly Packed Clams.

A great many baymen have evidently yet to learn that clams as well as fish bring better prices if they are sorted as to size and neatly packed in their containers. Clams as well as fruit, confectionery, groceries, etc., if displayed in an orderly and appealing manner bring better returns than stock just shoveled or dumped into their containers. Dirty or stained containers do not help the returns any. One shipper made the statement that, should the shipper take the same pains in shipping his product that the fruit grower does, his increased returns would more than pay for the extra labor.

Good Scallop Season Predicted.

The baymen in the Peconic Bays district are enjoying a vacation until the first of September. I expect they are not all enjoying this vacation, but it is almost forced on them. The lucrative party business that was theirs for a few months, has dwindled away to a nothingness that is almost complete. The appearance of the weakfish in Great South Bay stopped the coming of the sportsmen fishermen to Peconic Bays, and though the run of this fish is very light in the South Bay, the sportsmen haven't returned to Peconic. About all that is left for the baymen then, is a few hard clams that bring various prices, and most of the baymen seem to be indifferent clammers. Clams as a whole are scarce. Here and there a few beds, that to the persistent few, are bringing them in

very good returns. It is hard for the average bayman to go out with his rake or tongs, for a meagre six to ten dollars a day garnering clams, when he has been making from fifteen to twenty-five dollars a day taking out parties, and not putting in as much physical effort. The first of September, and the opening of the scallop season is anxiously awaited by the average man. A good season is predicted, as the "bug" scallop of last season should be a nice sized edible this coming Fall.

Most Lobsters off Montauk in Several Years.

More lobsters are being taken off Montauk at the present writing, than at any time in the past three years. This is a surprise to many, as well as a great encouragement, as most of the lobstermen there had given it up or were about to give it up.

Swordfishermen Return to Dragging or Lobstering.

The fishermen at Montauk have found a lean season so far in swordfishing. A number have removed their pulpits and have returned to dragging or lobstering. The evident plentitude of swordfish elsewhere has made the price quite low at Montauk. Fluke are very plentiful at Montauk, though

thousands of these fish are so small as to be fit only for lobster bait. Sea bass are plentiful and are bringing good prices.

Good Hauls of Bluefish Taken

Bluefish are being taken in Gardiner's, Peconic and Great South Bays. Reports vary as to the abundance of these fish. A number of sets made on these fish by fishermen have yielded good hauls.

Others report a scarcity of schools. A few are being taken by sportsmen, though not in numbers great enough to get excited about.

Nineteen Foot Shark Trapped by Edwards Bros.

Edwards Bros. of Amagansett, owners of a number of traps off shore in that town, brought in two of the largest whip tailed sharks ever taken in these waters. The largest shark, according to the crew, was approximately 19 feet long. The tail when measured was found to be 8 feet long.

West Sayville Sea Scallopers Make Good Trips.

The sea scallop fishermen of West Sayville have been bringing in some very good catches the past month. One week the first of July, three boats, the *Florence Z.*, *Col. Lindbergh*, and the *Two Sisters*, averaged 300 bushels apiece. Capt. Edward Ockers and crew of the *Trio*, brought in about 185 gallons one trip.

Montauk Party Boaters Take Swordfish and Tuna.

Party boat fishing at Montauk has slowly developed to what would have been this year, but for our recent financial Wall Street predicament, a highly lucrative business. Swordfishing, and tuna fishing with rod and reel has enabled some of the fishermen there to make a fairly easy day's work. The fish have been scarce, though some nice sized swordfish have been taken in this manner.

Fishermen Warned to Keep Channel Clear.

A warning to fishermen in small row boats to keep the channel clear at the Atlantic Beach Bridge in Far Rockaway Inlet, has been given, in a laudable effort to reduce the heartbeats of pilots on deep draught boats, that are forced to slow down to a crawl to pick a precarious passage through these small craft.

New Ferry Boat Launched at Todd Shipyard.

New York City has added another ferryboat to its fleet. This craft brings the number owned in the Municipal ferry service up to seven. This boat, the *Chelsea*, was launched from the Todd Shipyard at 23rd St., and Third Ave. She is 101 feet long, and 30 feet beam, screw driven with Diesel electric drive.



Fort Pond Bay, Montauk, L. I., looking West.

Marthas Vineyard Swordfishermen in Race for Largest Catch

Sea Serpent Sighted off Gay Head
Mackerel Catch Swamps Market

By J. C. Allen.

JULY has slipped astern and the Wheel-house Loafer who pilots this column sits in solid comfort minus all clothing not required by the statutes made and provided, as he dashes off what is probably the most newsy report in his ninety-odd years of service with the ATLANTIC FISHERMAN.

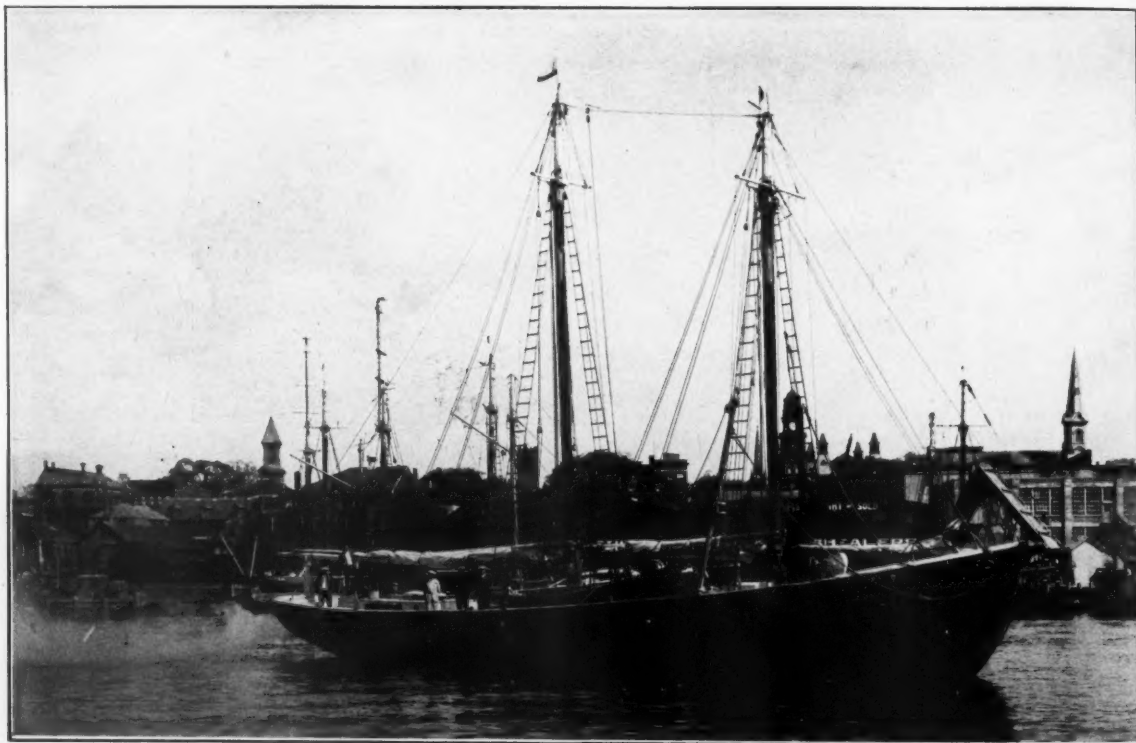
The wind, what there is of it, has hung in the Southwest so long that West-bound coasters anchored in the harbor at Vineyard Haven, have grounded on beef bones that the cook hove overboard and this in twenty-two feet of water!

Provincetown Pole Traps Represent Huge Investment

Swordfishing Fleet Lands Large Trips
Brisk Business in Lobsters

By J. C. Johnson

HEAVY as the overhead is, the traps represent the backbone of the fishing industry at the Cape tip. There is a total of eighty-five traps here. The bulk are pole traps, or weirs; there being only eleven floating traps. This is a huge investment, figuring the original outlay for each pole trap at \$4,000. There are seventeen trapboats, each having a crew of five. This branch of the fishing game is run by the freezers. The two biggest holders are North Truro Cold Storage, with twenty traps, and Cape Cod Cold Storage,



Gloucester Schooner "Josephine and Margaret", Capt. Joseph Frontiero, new Producers Fish Company boat, built by J. D. Morse at Damariscotta, Maine. She is 83 ft. long and 18 ft. beam, and is schooner rigged. She is powered with a Fairbanks-Morse engine, and equipped with Edison Batteries and Westinghouse generator, sold by Charles E. Rice of Gloucester, and a Stoddart rack steerer.

Interest centers in the activities of the swordfish fleet about this time of year, and our deep-legged skippers are having one high old contest for the honor of high-hook. Capt'n Claude Wagner in the *Liberty*, made the first trip and followed it up with a couple more that gave him a big lead. Then Capt'n Horace Hillman in the *B. T. Hillman*, came in with the biggest trip of the season up to that date, 112 fish, and was crowned king of the Atlantic swordfish fleet by his admiring crew. They had a real crown, too, all decorated with more or less precious stones, and Harden Paul, the chef aboard the *Hillman*, they don't call him cook, prepared a special feed for the occasion. Cigars were passed and speeches made, all on the way in to market.

But now, comes Capt'n Bob Jackson in the *Hasel M. Jackson*, with a bigger trip yet, 128 swords, that gives him a lead over all hands with his previous catches, and Capt'n Ike Norton in the *Melvina B.*, is rolling up a good record for his

(Continued on Page 32)

(Provincetown), with sixteen. The bulk of this gear is set in the Provincetown inner harbor and in Truro Cove, and the balance in Herring Cove, just around the hook of the Cape.

Hickory poles—costing \$8 apiece, and preferred because of their lasting strength—hold fast the twine. Each trap takes sixty poles. They are pumped down with the aid of a hose, which bores a hole eight to twelve feet deep, for the pole to settle in. The gear is comprised of two hearts, a leader, bowl and bottom. Hearts measure 200 feet each, with a depth of thirty feet and carry four-inch mesh. The leader is 400 feet long, thirty feet deep, and has six inch mesh. The bowl has a 300-foot circle, with a two-inch mesh. This part of the gear being too bulky to handle in one piece, there is the bottom which is laced to the bowl. It is about the same dimension as the bowl and the net is of 1 3/4 in. mesh. The leader is conveniently put down in 100-foot sections, in order that repairs may be made more easily. Anchor lines hold the poles in position—25 anchors, of 50 to 100 pounds apiece to a trap.

In October or November the scows are sent out to take up the ponderous weirs and thus avoid the possibility of storm damage. Then they are put down again in March, or as early as possible. The traps get most everything there is in the sea hereabouts. Frequently there is a 400-pound horse mackerel dragged out, but not before the big fellow has snarled up, or torn the gear. Occasionally a shark is caught. Besides the herring, whiting and mackerel, there are also quantities of butterfish, flounders and skates, scrod, bluebacks and other varieties caught. All the fish are bailed out by power, a winch taking in the net. It requires about one hour for the trapboat to go out and draw a single trap.

The floating trap was invented by a Provincetown man, the late James Dill. This gear is preferred over muddy bottoms. It is the same design as the pole trap only corks mark off the boundaries instead of poles. A number of rocks, a ton to two tons apiece and equipped with mooring chains, serve to hold the net apart. The float net is found harder to handle and the gear has to be changed much oftener than the pole trap.

When the run comes catches are immense. A 500-barrel haul is not uncommon. Indeed, a conservative trap fisherman estimates the average pole trap will hold 1,000 barrels of fish. Quite often two or three trips a day are made to a trap. Whiting, herring and mackerel are caught in large quantities. The bulk of the whiting is frozen for Western shipments. The herring is put through the freezers for bait supplies. A good part of the mackerel is taken on by the plants, and some of this is sold to fishermen when there is a bait scarcity such as there was early this Summer.

The traps off Cape Cod, have had a heavy whiting run, and along the latter part of July, in a slack period, overhauled and repaired their gear. Gear is found loaded down with sea growth and torn by storms and troublesome horse mackerel. One trap was discovered laden down with tons of mussels, 3 to 4 inches in length. All of which piles up the repair bills.

A few haddock and hake are being caught. Hake brings 50 cents per 100 pounds. Catfish is bringing the same price. Some squid is being taken from the traps. Capt. Ulysses Simmons got five barrels from the Cape Cod Cold Storage trap on July 22nd. Squid is scarce and the freezers are taking all they can get. It sells at \$3 a barrel when bought as bait. Loads of whiting were caught in July, but toward the end of the month the run thinned out. Average catches of two to four barrels of mackerel are taken from the traps.

Swordfishermen Report with Large Trips.

Local swordfishers have been doing well. The *Funchal*, Capt. Louis Sears, got ninety on the first trip, and 140 on the second. *Secatarius*, Capt. Jesse Greeney, brought in 177 for the first trip. These and other local craft are fishing the Southeast part of Georges.

Lobstering Brisk.

A brisk business in lobstering is going on. The Rush Fish Company is taking a large number. Manager Frank Cabral has 150 pots out, in Herring Cove and off Highland Light. The former place is not so prolific, but off the Highland, according to report, the take is from thirty to forty pounds a day. Forty cents a pound is the stationary price. Fifteen lobstermen in all are operating in these waters.

Some of the pots are set off the Truro shore and below Race Point.

Dorymen Hampered by Dogfish.

Plenty of dogfish are making life miserable for the finny tribe now. Quite a few are caught in the traps. The canibals have also hurt the dory business, and there is little doing in that line at present. One of the best hauls of the month by a dory man was brought in by Capt. John Cook. Caught 22 miles east northeast of Highland Light, they brought four cents a pound when unloaded at Rush Fish Company wharf. Capt. Cook is operating the lone dory from the Rush Wharf, the others being hauled up for overhauling. They will stay idle until Fall, or until the dogfish disappear.

The local dory men are quite expert in hauling trawl with dispatch. Power enters into this part of the work. The trawl comes in over a roller at the bow and is handled by one man while his partner idles the engine to keep the boat going at just the proper speed to take in gear as the craft goes along. This can be done best in calm weather. It takes two and a half to three hours to haul four tubs of trawl in this fashion. In the same way the dory men are able to bait and set 1200 hooks in approximately forty minutes.

Rhode Island Shell Fish Commission Presents Optimistic Report Monster Shark Trapped off Seaconnet Point Lobster and Sword Fishermen Escape Depression

By Henry H. Brownell

A REPORT of the Shell Fish Commission sounds very optimistic as regards the future of the shell fish industry. They report one of the largest sets of hard clams ever to be seen in the state although some of the set is in polluted areas. It is hoped that the new sewerage disposal plants for some of the cities up the bay will remedy this trouble.



Capt. Joe Lucas, an outstanding skipper of Provincetown trapfishing fleet, manipulating the gaff at the wharf with a load of mackerel.

Largest Shark on Record Captured.

The largest shark ever caught in Rhode Island waters within the memory of living man, was caught by the smallest fisherman, Capt. A. E. Taylor, fishing captain for Frank F. Grinnell. The shark which was 13 feet long and of a rare specie, strange to these waters, was captured only after some struggle in one of Capt. Grinnell's traps at Seaconnet Point. Capt. "Dorf" Taylor says it took six turns on the winch head with a double block aloft to hoist him aboard the *Nina*, the trap tender.

Large Hauls for Lobster and Sword Fishermen

About the only branches of the fishing industry not feeling the depression are lobstering and swordfishing. Some of the largest trips of swordfish ever landed at Newport were landed through the month of July, the largest being that of the *Hustler*, Capt. Bill Metzger of Bridgeport, which was landed at Everett Gray's packing house.

Whiting Plentiful.

Outside trappers are having a rather dull time of it. The catch has been very light with the exception of a few days when the small mackerel were fairly plentiful. The stub trappers in the bay have fared rather better, a few butters being the main stock, whiting being very plentiful.

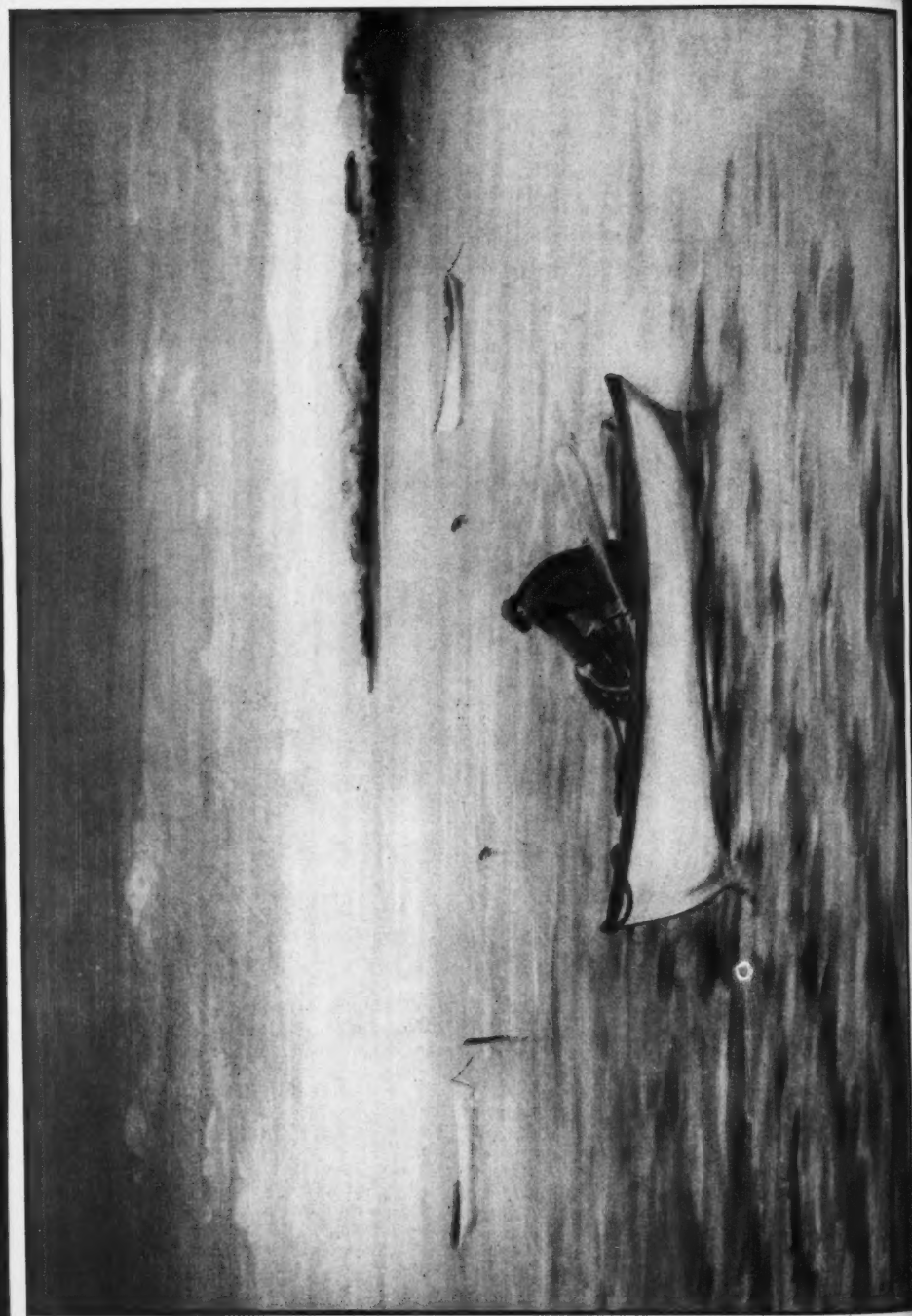
Newport's Waterfront Being Developed.

Newcomb & Co., who have been doing considerable building the last few years, now have a water frontage on one side of 390 feet, and 20 feet on the head. They are Rhode Island's largest lobster dealers and also sell fishermen's supplies. Newport's water front has been developed considerably by the fishing industry.

"Mermaid" Sold.

Sloop *Mermaid* semi yacht fisherman, formerly captained by Elmer Purdy, has been sold to Franklin Howard who will do a little handlining with her.

ATLANTIC FISHERMAN, AUGUST, 1930



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LASTS LONGER than ordinary rope because every fibre is carefully treated against deterioration. No chance of dry-rot; hence the safest rope for all uses. It is the most economical rope because it will outwear untreated cordage not protected against the elements. Remember, too, it is truly water resistant and has well earned its name—the "ALL-WEATHER" Rope. "AMCO" Rope contains no tar or graphite of any kind and the treatment remains in the rope indefinitely regardless of exposure to the weather. "AMCO" weighs no more per foot than ordinary untreated rope but it lasts longer.

Imitations are being offered but there is only one genuine rot-proof rope; insist on "AMCO" which is always put up in green burlap and every coil contains an identifying label to protect you against substitutes.

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Distributors in Other Important Fishing Centers

Noank Hatchery Perfects Lobster Rearing Tube

Swordfishing Fleet Reports Fish Plentiful Truck Lines Transport Catch to Market

By Neil Morrison

THE Connecticut hatchery at Noank is very active and is doing a lot of good work for the local fishermen. Captain Frank Banning, who is in charge, has perfected a new perforated lobster raising tube. The new tube is so constructed as to keep the young lobsters separated which prevents cannibalism, towards which lobsters have a tendency. Such a method has been long sought among hatcheries. Ernest Barnes who had charge of lobster rearing activities in Wickford, R. I., made a tube which is similar to the one made by Capt. Banning, who has made some improvements in it. The lobsterling must be continually kept in motion and almost as continually fed. When two come together one is sure to be devoured. The new device of Mr. Barnes and Captain Banning, is expected to carry a large percentage of lobsters to the diving stage, when they can be put back into the salt water to care for themselves. This new method of rearing lobsters is expected to materially help the supply in Southern New England waters.

The hatchery has also released 60 million flat fish this year.

Captain Bill Musante of the boat *Frances* recently took a lobster in his net that weighed 20 pounds. The huge shellfish was the largest taken in this locality in about 10 years. Being an egg lobster, it was turned over to the State Hatchery, which is caring for all egg lobsters taken by local fishermen. Captain Musante also brought in to the hatchery a lobster measuring only 2½ inches long, which was taken in a drag net. Captain Musante, therefore, had the honor of bringing in both the largest and the smallest lobster. The lobsters have been nicknamed "Mutt and Jeff".

Captain George Main of the boat *Alice* recently caught a most peculiar lobster. Even the veteran fishermen, and Captain Banning of the hatchery had never seen a similar one. The lobster was blue, and a very pretty blue. It now has a place of honor at the hatchery.

Swordfish Plentiful.

Baby II, Captain Bocciochici, recently returned from a swordfishing trip of three weeks and landed 45 fish at the town wharf. The *Baby II* carries a crew of seven men and is the second largest in the local fleet. "Masthead" Rollin Rathburn says that swordfish are plentiful but wild and therefore, hard to approach. One of the crew reported seeing a battle between a shark and a swordfish. The *Baby II* immediately iced up and took on supplies preparatory to leaving on another trip. The *Baby II* was the first of the local fleet to go swordfishing. Now almost the entire fleet is so engaged. Among this fleet is *Roswell P.*, Captain Elbert Palmer, who recently came in with six fish; *Reliance*, Captain Grover Eldreigh and *Ethel H.*, Captain Elmer Hewitt. Altogether there are about 10 boats in the local fleet.

An exhibit which attracted a great deal of interest, was a seven foot baby swordfish displayed in the window of Powers Bros. Market in Norwich. The fish weighed 47 pounds and the measurement was made from the tip of his tail to the end of his wicked looking sword. The fish was captured by Captain Clay of Stonnington.

Trucks Take Catch to Market.

Two truck lines, the Arrow Line and Inter-State Line, are serving the fishing village of Noank in getting their fish to Fulton Market. They make collections from Packing House Dock, North Dock, Town Dock and Wilbur Dock and it is not unusual for them to truck 1100 barrels of fish per week. The docks present a very busy scene when the fleet comes in and unloads and packs its catch for market, and the scene attracts a great deal of attention from the Summer visitors.

Personal.

Captain Ernest Francke of Noank, who sets around 300 lobster pots in the race, is gradually recovering from an illness which has kept him ashore for some time. During his illness other lobstermen have taken care of his gear.

Virginia Commission of Fisheries Plans New Life for Seafoods Industry

Butterfish and Croakers Taken in Good Quantities

By Sandusky Curtis

EVERY indication that the seafood industry of Virginia will be given new life follows the first meeting of the new state Commission of Fisheries in Newport News, July 8, with the newly selected commissioner, Judge Joseph Chinn, presiding. A definite program is in process of being worked out and it is to be announced in detail following a series of inspections of various fishing centers of the state, most of them in this area by Judge Chinn and fishing and shellfish experts.

One direct result of the survey will be the selection of inspectors, effective September 1. A complete reorganization of the field forces of the state will be made by Judge Chinn and the publicity attendant upon his taking office has resulted in a large number of applications for positions as inspectors in the Fall.



Capt. Wm. Musante, of Noank, Conn., with 20 lb. lobster taken in a net.

Major Willis Robertson has been reappointed chairman of the State Commission of Game and Inland Fisheries by Governor Pollard, it has been announced. M. D. Hart of Ashland was then made executive secretary by Major Robertson who is from Lexington.

The flagship of the Fish Commission has a new Captain, Captain Daggert of Irvington being in charge. The *Commodore Maury* operates out of Hampton, the *Old Glory* out of Norfolk and the *Charmaine* is used in Newport News.

Conditions Good for Summer Season

Sizzling slants from Old Sol have united to bring to pass Summer conditions in the Norfolk and Chesapeake Bay fishing industry with the result that though not depressed, things are slowing up a bit. This is quite natural at this time of year so the fishing population is on the job, looking forward to brighter days in the Fall.

Off Virginia Beach, thirty some miles from Norfolk, the butter fish are running and quite a few have come into the local market to be shipped or consumed here. Trout are running and the fishing men in Norfolk and Hampton reveal that they are bringing good prices for this portion of the year. The trout are not so plentiful up the bay as in the lower end of the stretch that has many traps or pounds.

An analysis of the price conditions in local markets and that is what fishermen are interested in, shows prices about medium, not running too fast upstream. Fishermen are getting between \$1 and \$1.25 for their produce per bushel and it takes between two and a half and three bushels to make a basket. As a whole, it is stated that catches of croakers are bringing the best returns as so many more of them are being hauled in by the fishermen at this time.

The usual run of bay boats have been bringing the fish to Hampton and Norfolk. There have been many busy scenes as the unloading and cashing in has taken place. Some of the trawlers have been coming in from the ocean with nice hauls consisting for the most part of croakers,

Government Expedition to Investigate Fisheries in Hudson Bay

Nova Scotia Mackerel Catch Unusually Large

\$350,000 Increase in Landed Value of Lobsters

By M. Ryan

THE century old controversy as to whether or not commercial fishing in Hudson Bay is feasible is to be settled. Sponsored by the Canadian Government, an expedition sailed from Halifax on July 25, aboard the beam trawler *Loubyrne* to settle the question. The sole object of the expedition is to "investigate the possibility of commercial fishery in Hudson Bay", according to a statement made by H. B. Hachey, of Bathurst, N. B., member of the Biological Board of Canada, who is in charge, shortly before the departure of the *Loubyrne*. J. J. Cowie, General Inspector of the Department of Fisheries, was at Halifax to complete final arrangements.

Reports from the early mariners told of bountiful numbers of fish in Hudson Bay. Twenty years ago similar reports were brought back by crew members of Government steamers.

With the development of a railway to Port Churchill, on the shores of Hudson Bay, the question became acute. With commercial fishing a possibility in Hudson Bay it is planned to supply western Canada with fresh fish over the Port Churchill railway.

Working independently, a "shore" party is already investigating the fisheries of the rivers which girt the Bay. Splendid results are reported.

Not only will the *Loubyrne's* expedition seek to fish in the Bay, but food and water conditions will also be investigated to find out if the fish are in transit or can remain there. In addition to beam trawling the *Loubyrne* also carries a few dories to try other methods of trawling.

Chartered by the Department of Fisheries the *Loubyrne*, owned by the Leonard Fisheries, is to attempt to experiment over the whole of the Bay and will be gone about two and one-half months. Fresh supplies of fuel are to be secured at Port Churchill.

Captain Sorensen is to remain in command of the trawler. Fish taken during the voyage are to be placed under salt.

Mackerel Catch Large

An unusually large catch of mackerel was made in Nova Scotia during the season just ended. Big hauls were made all along the shore. The first run proceeded close in shore and remained longer on the coast. They were of good size. The second run was much smaller. During the month of June the mackerel catch was 9,383,300 pounds, an increase of about 500,000 with a corresponding increase in value.

Prices paid to the shore fishermen dropped as low as 1½ cents per pound and the bulk of the catch was salted. Merchants were offering \$8.50 per barrel and the majority has been sold. Fishermen of the district between Terrence Bay and Hubbards are holding about 500 barrels for a better price. Quotations from foreign markets they claim are greatly in excess of prices offered by buyers.

The total spring catch in the Magdalen Islands is estimated at 3,000 barrels. Faced with less competition, better marketing conditions are looked for for the large catch taken in Nova Scotia. Wholesale dealers for first receipts were paying \$8 per barrel ex-boat at Halifax.

Towards the end of July the price at Halifax dropped to \$7.50 per barrel.

Landed Value of Lobsters Shows Increase

Data gathered by the Department of Fisheries show that the lobster fishermen in all the Atlantic coast provinces fared well this year getting larger catches and more in landed value of the catches than in 1929. Nova Scotia's portion was nearly double that of Prince Edward Island, New Brunswick and Quebec combined. New Brunswick showed the largest increase over the previous year.

Up until the end of May landings of lobsters amounted to nearly 24,460,000 pounds, or some 3,890,500 pounds more than

in the previous corresponding period. In each case the total landings include some lobsters taken in Bay of Fundy waters of New Brunswick in the season beginning on December 15th.

In the landed value of the catch to the fishermen there was an increase this year of about \$359,500, the figures standing at \$2,619,500 in round figures for the 1930 period as compared with \$2,260,085 in 1929.

Largely increased landings featured the May lobster fishing.

The total catch in the four provinces was about 20,075,000 pounds as against 17,118,000 pounds in May of last year, an increase of some 2,956,000 pounds. For May, 1929, the landed value total was \$1,608,196 and in May just past it was \$1,706,500. In Nova Scotia 11,426,700 pounds were taken as compared with 9,994,300 pounds.

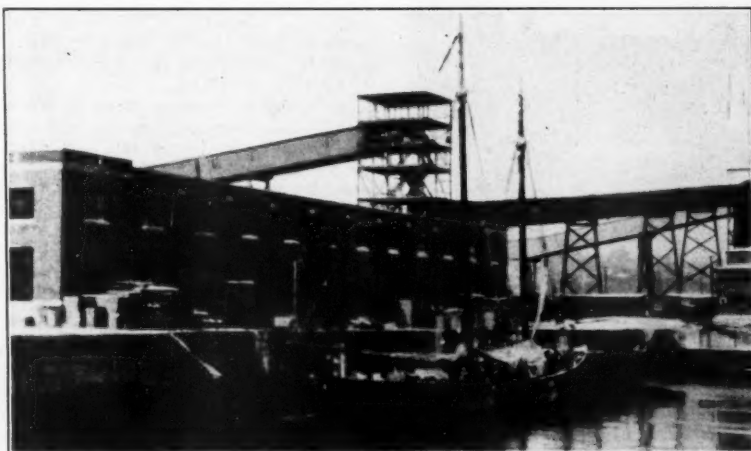
The landed value of the catch for May, 1930, by provinces as compared with the showing for May, 1929, were as follows:

	Landed Value	Increase
Quebec	\$91,105	\$7,157
P. E. Island	254,154	22,656
New Brunswick	266,249	33,244
Nova Scotia	1,094,995	25,250

Prospects Bright for Swordfishermen

Towards the end of July attention of the shore fishermen of Nova Scotia turned to the swordfishing industry. All along the Eastern and Western shore fishermen were busy preparing their boats for the annual trip to Cape Breton as the swordfish were daily expected to make their appearance. As the boats hail from widely separated fishing ports a close check up is impossible although it is expected that the fleet this year will comprise about 50 sail.

Fishermen this year have a more optimistic outlook owing to the government's promise to operate a swordfish and halibut service direct to Boston from ports in Nova Scotia between Louisburg and Owl's Head. The service is to be operated by two of the boats used this spring in the subsidized lobster service to Boston, commencing August 1st. For the first time in history Nova Scotia fishermen are to sell direct to the Boston market.



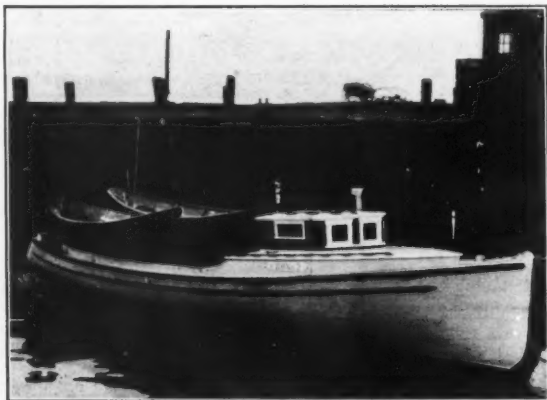
Fish houses adjoining the recently completed Cold Storage Plant at Halifax, N. S. Vessel landing catch at wharf is the "Harriett and Vivian", of Lunenburg.

Although the details of the new proposed service have not yet been worked out it is reported that the fish are to be assembled at cold storage plants for shipment. Ice is also to be supplied to the fishermen to keep their catch fresh.

Exported Canadian Fish and Fish Products Valued at \$36,000,000

During the calendar year 1929, Canadian fish and fish products found markets virtually all over the world and accounted for nearly \$36,000,000 of the export totals in the Dominion's trade returns. They amounted in value to more than nine times the imports.

Fisheries imports had a value of \$3,825,899 as shown by official trade statistics and fisheries exports were valued at \$35,969,272. Sales to the United Kingdom were within \$142,000 of being equal to the total import trade in fish and fish products while the exports to the United States, \$15,368,000 in round figures, were four times as great as Canada's fish purchase from abroad.



"Fisheries Demonstration Boat No. 2", which sailed for Souris, P. E. I., to demonstrate methods of dory trawling used by Nova Scotia fishermen. Built by T. Surette, of Surette's Island, and powered with a 35 h.p. Acadia engine.

About 20 different countries were importers of dried cod—a Nova Scotia product—with Porto Rico, United States, Italy, Cuba, British West Indies and Brazil the biggest purchasers. Large quantities of other dried fish such as haddock, hake and cusk were also exported.

New Vessel By W. C. MacKay & Son

Fresh from the yards of W. C. MacKay and Son, Shelburne, N. S., the motor vessel *Radio III* was at Halifax in July on her maiden voyage. D. C. Outhouse, of Tiverton, managing owner and representative of the Gorton-Pew Fisheries in Nova Scotia, from Tiverton to Halifax, was aboard. Captain John Clifford, formerly master of the *Radio II* is in command.

Mr. Outhouse stated that the boat is to be used freighting fish from Nova Scotia to Gloucester and for fish collection in Nova Scotia for ports not equipped with railway facilities. He formerly owned the motor vessels *Radio I* and *Radio II* which were sold when found to be not entirely suitable. His latest boat is the largest and best equipped of them all.

The *Radio III* is 61 tons net, 91 tons gross and measures 102 feet in length, 20 feet 5 inches in beam with a depth of 8 feet 3 inches. A 140 h.p. Fairbanks-Morse Diesel engine is installed.

Heavy Weather Takes Toll of Fishing Vessels

One steamer and six sailing vessels were lost off the Nova Scotia coast during the past month with no loss of life. They were the steamer *MacHinery*, the French brigantine *Notre Dame De Salut*, the Portuguese three-masted schooner *Turuna*, and the two-masted schooners *Forrester*, *Dorothy Mills*, *Lauretta Francis* and *Araucania*.

The *MacHinery*, commanded by Captain Philip Strickland, of Le Rossignol, sprang a leak and foundered 30 miles southeast of Cape Smokey, on July 6. Well known in the coast-wise fish trade the *MacHinery* was owned by Captain Sylvester Dunphy, of Ingonish. Only a few weeks previous the auxiliary schooner *Dorothy M. Smart*, owned by him, was lost on Cape Negro, Gloucester.

On June 27 the schooner *Forrester* bound from Halifax to Musquodobit Harbor struck on Shag Ledge in a heavy fog and was lost. Captain George Slaunwhite, of West Jeddore, master, was also owner of the vessel.

The *Araucania*, owned by Wilfred Wareham, of Harbor Buffett, foundered near Flint Island on the same day as the loss of the *MacHinery*.

On July 11th two ships were lost. Bound from North Sydney the schooner *Dorothy Mills*, Captain Mills, sprang a leak and was abandoned off Cape Ray. The schooner *Lauretta Francis*, Captain Kearley, bound from North Sydney was abandoned the same day off Cape Anguille.

Two days later the *Turuna* which was fishing on the banks foundered 55 miles off Canso. Her crew were rescued by the C. N. S. *Colborne*, Captain Hubley. All of the losses occurred in heavy weather.

Nova Scotia Pleased with Reduced Duty on Cod

News that the new duty on salt bulk cod entering the United States had been reduced to $\frac{3}{4}$ c per pound as compared with $1\frac{1}{4}$ c under the old tariff was hailed with satisfaction by the shore fishermen of Nova Scotia, but now comes word that the New England market is also receiving supplies of this fish from Iceland. Gloucester is said to have purchased a thousand tons of it in Iceland and also has booked a second cargo of 2,000 tons for shipment later. Iceland's increased production is offering strong competition to the cod fishermen of all other countries.

Beam Trawlers Move to Northern Waters

Only four beam trawlers are believed to be salt fishing on the Grand Banks this season. Working on the theory that the fish go further North during the Summer in search of a lower temperature, the remainder of the fleet of trawlers from France, Spain and Portugal are fishing near Greenland and Iceland. A number of these craft have cleared from North Sydney recently after taking on supplies.

The movement of the trawlers to more Northerly waters is also attributed to the reports of large catches made last year off Greenland and Iceland. One of the Lunenburg fleet, the schooner *John H. MacKay*, commanded by Captain Mossman, is reported to be meeting with success in Northern waters.

Two New Patrol Boats Added to Fleet

Two new fisheries patrol boats were added to the fleet operating in Nova Scotia in July. They were the *Thresher* and *Capelin*, sister ships, built at the Cumberland Shipyards, Wallace, N. S. Both completed fitting out at Halifax.

The craft are each 60 feet in length and are equipped with 140 h.p. Thornycroft gasoline engines. Captain Jeff Williams, of Ostrea Lake, popular skipper of the *Mildred McColl*, has been placed in command of the *Thresher*, and the *Capelin* is commanded by Captain Baker, of Arcadia.

"Wilfred D." Joins Cape Breton Fleet

The North Sydney schooner *Wilfred D.*, Captain Garland Hatcher, was high line of the halibut fleet there during the season just ended. Purchased early this Spring at Halifax, the *Wilfred D.* is one of the latest additions to the Cape Breton fleet.

Lockeport Fishermen Nearly Asphyxiated

Daring the deadly gas fumes which filled the engine room of his vessel and where, overcome by poisonous fumes, three members of his crew lay face down on the floor, unconscious and near death, Captain Fred Locke of Lockeport, returned to his home port in time to save the trio from asphyxiation.

The craft was on its way to Roseway Bank with Captain Fred Locke at the wheel, when the skipper needing some one on deck to assist him, called for one of the men. Shouts, pounding on the deck and blowing of the whistle failed to bring any response. Captain Locke descended into the engine room and found his two sons, Howard and Hugh, and Roy McKenna overcome by the deadly gas fumes.

Working quickly Captain Locke managed to carry, half drag the almost lifeless forms of his shipmates to the deck where in the open air the effects of the gas soon began to wear off. Here new difficulties presented themselves.

McKenna half crazed, temporarily, by the fumes when he began to revive insisted on leaping into the sea and it was only by using force that the skipper was able to control the seaman. Captain Locke was also forced to bind one of his sons to the mast to keep him from plunging overboard.

The three were landed ashore and were taken to their homes where they made quick recoveries.

St. John Harbor Commission Clears Navy Island for Building Dock

Car Ferry Between Deer Island and Letete The St. John Section

By M. E. McNulty

RESIDENTS of Navy Island, are moving off this little island inside St. John harbor. The St. John Harbor Commission, ordered those living on the island to move, as the island has been taken over by the commission in connection with a dock building program. The most profitable weirs in the harbor in recent years, have been those on Navy Island. About 20 years ago, a dozen families all engaged in fishing were living on the island, but only two families were present when ordered off.

Car Ferry Marked Convenience

The car ferry recently installed between Deer Island and Letete, on the mainland, is considered a marked convenience for the men in the fishing industry on Deer Island, and their families, also for fish buyers and tourists from the mainland. Three return trips are being made each day. Six cars can be carried on the 50 foot scow, which is powered by a 35 horsepower motorboat. Capt. Dan Pendleton, of Richardson, is in charge. The scow was built at Richardson by George E. Richardson & Son, who have produced many boats for fishermen of the islands and mainland. It is now possible for anybody to motor to Deer Island and return every day. The service will likely be discontinued about November 15, or perhaps November 1. The route across the channel is about two miles. The fishermen feel that their side line, of catering to summer visitors will be more successful with the car ferry in effect, allowing a much freer movement of motor traffic from mainland to the island and return. Very few people realize that Deer Island possesses about 20 miles of roads, and about 100 motor vehicles.

The St. John Section

A gasoline sloop has been placed in the service between St. John and North Head. Capt. Wilcox is the owner and commander of the *Hilda Viola*, and he plans on keeping his craft in this service for the Summer and Fall. She is chiefly carrying fresh and cured fish, from North Head to St. John. The cured fish is in bulk, boxes and barrels. Capt. Wilcox, is said to be doing well, despite the heavy opposition, particularly to Grand Manan, where a new motorship is on the route out of St. John.

The steamer *Keith Cann*, which is in the service between St. John and Yarmouth, is carrying considerable fresh, smoked, pickled, dried and canned fish from Yarmouth to St. John.

Two of the most prominent men engaged this year in the smoking and pickling of herring along the shores of Northumberland Strait, are Grand Mananers. At Point du Chene, Capt. Guptill, has been operating his plant during the season from early May until the late Fall, for over a dozen years. Assisting him in operating the plant is Noel Guptill, his son, who also spends his Winters on Grand Manan. Capt. Guptill is one of the leading herring buyers along the strait, and his plant is one of the biggest on either side of the water, that separates Prince Edward Island from the mainland of New Brunswick and Nova Scotia.

At Aboujagane, which is about nine miles along the Strait from Point du Chene, Edgar Cook, of Grand Manan is operating a good sized herring smoking and pickling plant. Mr. Cook did not operate his plant last year, and it was reported early this season that he would not reopen this year. However, the Cook plant has been going since early in May. The operations at these two plants have been welcomed by the fishermen of the Strait, who were handicapped last year in selling the herring because of the idleness at the Aboujagane plant.

Abram Asoyet, of Baie Ste. Anne, who has been conducting a general store for some years, is now operating a lobster packing plant at Baie Ste. Anne, which was the property of the late Dr. James E. White, mayor of Shediac, and operated by him for many years. Mr. Asoyet, who is a Syrian, bought the cannery from the White estate. He has been buying his lobsters from Northumberland Strait fishermen.

That the fish firm of William Leslie & Sons, operating in the Magdalen Islands, has been re-financed is the current report in New Brunswick. The Leslie concern produced, canned, cured and exported all kinds of fish from the seven islands in the Magdalen group. Banking interests are reported to be interested in the reorganization of the company.

Lobster fishermen looking after their traps around Tryon section, used their boats to drag the schooner *Florence C.* off the Tryon Shoals, soon after the vessel ran aground. The schooner had been loaded with 500 tons of fertilizer at Summerside, for discharge at Victoria.

Leroy Russell, of Ingalls Head, is reported as well satisfied with the boat he brought across the bay from Cape Cove, recently, for Gleason Green, of Ingalls Head. Mr. Green is also reported as finding the boat satisfactory for fishing.

Daniel A. King, of Boughton Island, had some tough luck lately. He was handlining on the fishing grounds about five miles from his home, when he saw a fire on the island. He ran his motorboat at top speed homeward, and arrived to find



Beam Trawler "Loubyrne", which sailed from Halifax for Hudson Bay, carrying a Government Expedition to investigate possibilities of Commercial Fishery in Northern waters.

nothing at all left of his house. He was very much distracted, not only at the loss of his home and contents, but worried over the fate of his family. There are seven children. He was greatly relieved to learn all of the family had escaped injury, and were sheltered temporarily at the home of Nathan Allan, another fisherman. It was a severe loss to Mr. King. He sells his fish to Graham, Llewellyn & Company, of Boughton Island.

Hatsell Ingersoll, is back in the lineup at North Head, with his smoked herring stand. Mr. Ingersoll and his wife spent several months in Newark, N. J. Mrs. Ingersoll is also back at North Head. For a number of years, Mr. and Mrs. Ingersoll operated the St. John Hotel. Somewhat over a year ago, Mr. and Mrs. Ingersoll gave up the hotel, which was the headquarters of so many fishermen and their families, from the islands, particularly Grand Manan, and returned to North Head. Mr. Ingersoll, who had previously been in the fisheries, went into the producing and smoking of herring.

Capt. Bill Whalen, for years connected with the fisheries out of Deer Island ports, and owner and skipper of fishing boats, including sardine carriers, is one of the junior members of the Willing Workers Community Club, of the island. Capt. Bill has been taking an active part in the meetings since he joined about three months ago.

Theal Wilcox is back in the Wood Island fisheries, after an absence of five years, during which he was working for W. M. Brown, on Grand Manan. His home is on Wood Island.

Waverly Kent has been making some repairs and renovations to a house at North Head, he purchased recently from Robert Bell, also of North Head, and is occupying.

Lambert's Cove is represented at Black's Harbor this Summer by a delegation, which includes Thomas Smith, wife and children; Walter Stuart, wife and children; Mrs. Nellie Stuart and children and Mrs. Katie Lord.

Horatio and Monsel Trenholm, fishing brothers, of Timber River, have been concentrating on the lobster fishery along Northumberland Strait, chiefly on the Nova Scotia shore.

Claude Lord, of Lord's Cove, has taken his wife and family to Black's Harbor, where they will remain until about the middle of October.

Spending the Summer at Lambert's Cove and assisting his father in the fisheries, is Elmer A. Stuart, who is a student at Queen's University in Kingston, Ont.

Capt. Osgood Poland, of Leonardville, returned to Deer Island fisheries, after spending about two months at Miscou Island, fishing.

Roy Dixon, who had been residing at New Haven, Conn., has been spending some time at Indian Island, with his parents, Mr. and Mrs. Arthur Dixon, and helping his father in the fishing.

Glen Fountain, a student at Horton Academy in Wolfeville, is spending the Summer vacation at the home of his parents, W. Hatheway Fountain and Mrs. Fountain at Cum-



Capt. John Silliphant and his son John, Jr., going after salmon in St. John Harbor, N. B.

mings Cove, and helping in the water and shore operations of his father.

Wendell Scott, of Baie Verte, is now located at Pictou for the Summer season, as lobster grader for the Maritime Packing Company. He formerly fished lobsters in the Baie Verte section.

Capt. Dan Wilson, of Leonardville, is weiring in that section of Deer Island. Capt. Dan did not spend the Winter and Spring at his home, having been the guest of his daughter at Perry, for about four months.

Percy Simpson, of Letete, has practically finished a house, he started building in the Spring. He has been devoting most of his time to the work, and will occupy the new building as his home.

The Eldridges of Beaver Harbor, who have been on the ailing list, are reported as back in the fisheries. Addison Eldridge and Bernard Eldridge were ill.

One of the human losses in the lobster fishing this year, was young Jerome MacDonald, of Souris. He was only 17 years old, and the son of Mr. and Mrs. John P. MacDonald, of Souris. The boy's father has been a fisherman for many years, and, in recent years has been active in the lobster trapping out of Souris. Jerome was setting lobster traps at East Point, when he was drowned. Apparently, a sudden squall struck the boat, and the youth was knocked overboard, while putting out a trap. This boy had been helping his father in the lobster fishing on the Prince Edward Island shores.

Ferdinand T. Brun, who died recently at his home in Cape Bald, was a veteran fisherman. He had been ill for about a year. Death came at the age of 62. Surviving are the widow, four daughters, one son, and three brothers. In attendance at the funeral were fish producers, curers and buyers from Shediac, Pugwash, Pictou, Cocagne, Buetouche, etc., Rev. Donat Robichaud, pastor of St. Theresa's Church at Cape Bald celebrated the high Mass of Requiem. Father Robichaud is known as the "fishermen's chaplain". The pallbearers were all fishermen of Cape Bald; Leander Cormier, Clovis Vautour, Wilfrid Porelle, Gilbert Cormier, Wilfrid Landry, Mathias Cormier.

Lunenburg Fleet on Third and Final Trip of Season

Nova Scotia Fisheries Exhibition Granted Bonus

"Bluenose" Repaired and Has Resumed Fishing

By H. E. Arenburg

THE catch of the Lunenburg fishing fleet, comprising fifty-eight vessels this season, has been landed, and the fleet is now on the Grand Banks off Newfoundland on the third and final trip of the season. Last season with sixty-five vessels operating, no less than eighteen returned from the Spring trip with 1,000 quintals or over apiece. This year only seven of the fifty-eight vessels reached the 1,000 quintal mark, the others having correspondingly lower catches than those of last year.

The total catch of the frozen baiting trip of the season was disappointing in that the price received was fifty cents per quintal less than that of the preceding year.

In the recently landed catch, no price has been quoted. In fact, due to weather conditions which have been exceptionally bad, the fish are not ready for market. The shippers however, have enough stock on hand to fill present orders, and before the supply is exhausted, a price will be quoted for the Spring landings.

The following is the list of vessels operating on the Spring trip from Lunenburg and vicinity with their respective catches.

SCHOONER	CAPTAIN	QUINTALS
Robert Esdale	Ivan Mosher	1200
Ronald George	Daniel Romkey	1100
Harriet and Vivian ..	William Deal	1100
Marjorie Backman ..	James Gosling	1100
Isabel Spindler	Willis Spindler	1100
Delawana II	John Smith	1050
Bessemer	Thomas Himmelman	1000
Pauline Winters	William Corkum	950
C. A. Canderson	Daniel Mosher	900
Palitanna	Frank Meisner	900
Progressive II	Carman Knock	900
C. J. Morrow	Abram Cook	900
Jean M. Smith	Albert Selig	900
General Haig	Newton Backman	900
Howard Donald	Guy Tanner	900
Antaza	Arnold Parks	900
Alsation	Harold Corkum	900
Marshal Frank	Frank Risser	900
Mary Pauline	Atwood Park	800
Leah Beryl	Lawrence Zinck	800
Mabel Dorothy	Foster Lohnes	800
Mone Marie	L. Ritey	800
Jean M. Madelyn ..	Fred Deal	750
Gilbert Walters	Lawrence Allen	750
Marion Gladys	John Mosher	750
Golden West II	Heeter Sperry	725
Haligonian	Moyle Crouse	700
Shirley Corkum	Foster Corkum	700
Elizabeth Ward	Freeman Corkum	700
Beatrice Beck	Abbot Beck	700
Pan American	Glenville Tanner	700
Mary Hirth	E. Cleveland	700
Frances L. Spindler ..	Frank Whynacht	650
S. B. Hirth	Fenton Tanner	650
Grace P. Brown	James Meisner	600
Douglas Mosher	Leo Lohnes	600
Robert J. Knickle ..	Clarence Knickle	600
Vera P. Thornhill ..	Charles Clarke	600
Maxwell Corkum ...	Leo Corkum	600
Agnes Myra	Angus Romkey	575
Daisy Marguerite ..	Napeau Smith	550
Harmona	Aubrey Oxner	550
Glacier	Glacier	500
Marguerite Tanner ..	Angus Tanner	500
Madelyn E. Hebb	Fred Tanner	500
Marie A. Spindler ..	Roy Spindler	500

Grace Boekner	St. Clair Tanner	500
Pauline Lohnes	Ellison Creaser	500
Freda Himmelman	Robert Gerhardt	500
W. E. Knock	Calvin Silver	500
Marion Belle Wolfe	Ed. Clarke	500
Managna	Albert Joyce	400
Bluenose	John Walters	400
Nina M. Conrad	Lemuel Conrad	400
Bernice Zinck	Maurice Walters	400
Mack H. Gray	Gordon Corkum	350
Nina Corkum	Adam Selig	300
Margaret K. Smith	Harry Demone	300

Total 40,900

Fifty-eight vessels total 40,900 quintals, an average of 705 quintals per vessel.

Bonus Granted Fisheries Exhibition

Last year the MacKenzie King government gave a bonus of \$2000 to the Nova Scotia Fisheries Exhibition, which was held at Lunenburg and which was the first of its kind ever put on in the Provinces. The affair was a decided success, due to the splendid cooperation of all our people and especially those interested in the fishing industry. This year it is intended to again put on the exhibition and make it even bigger and better than last year.

This year, again, the Government at Ottawa through the Department of Marine and Fisheries will give another \$2000 as a bonus to the Exhibition and it is the intention to put on a large show indicative of the fisheries resources and activities.

The exhibition will be held a little later than last year so as to insure the homecoming of the fishing fleet in time to enjoy a week of practical competition, and a demonstration of the fisheries resources, coupled with the pleasures of the usual picnic festivities.

The dates set for the Exhibition this year are September 30—October 4 both dates inclusive.

"Bluenose" Returns to Fishing

The schooner *Bluenose*, Capt. John Walters, which was ashore in Newfoundland and after being refloated, taken to Burin where she was placed on the marine railway for repairs, has been thoroughly repaired, has taken on salt and bait and sailed for the Grand Banks where she will resume her interrupted fishing trip.

Mr. R. W. E. Burnaby, Maritime Provinces Trade Commissioner in Ontario was at Lunenburg recently. While in town Mr. Burnaby arranged with several of the manufacturers of Lunenburg to place their products in a joint community exhibit to be displayed at the Canadian National Exhibition at Toronto this Fall. Mr. Burnaby is also endeavoring to secure the working model of the racing fisherman *Bluenose* to place in the exhibit.

Shore Fishing Good

The shore fishermen are making good catches. Harry Young of Chester had 1400 mackerel in his trap. He reports good herring signs and the boats taking three to five quintals of haddock each.

At La Have Islands, up to the present time, the highest fisherman has about ten quintals of fish under salt. Salmon fishing, which was fairly good, is about finished for the season and the majority of the fishermen have taken up their nets.

New Craft by Weagle Bros.

A new double end craft, 40 feet overall, and 11 feet beam, recently built at Dayspring by Messrs. Weagle Brothers for Capt. Irwin Eisenhauer, of Lower La Have, has been at the dock of the Acadia Gas Engine Ltd., Bridgewater, having a 25 h.p. auxiliary engine installed. The craft has been rigged with two masts and is operating in off shore fishing. She is named the *Barbara E.*

"O. K. Service II" Reports Successful Season

Reporting a successful season, the motor vessel *O. K. Service II*, has completed her schedule of carrying live lobsters to Boston from points east of Halifax. Capt. Seth E. Himmelman in command of the *O. K. Service II*, is now employed in the coastwise trade.

With the Lunenburg Fishermen

Schooner *John H. McKay*, Capt. Ornan Mossman, fishing in Greenland waters, is meeting with good success according to recent reports.

The scarcity of fish on La Have Banks is reported by Capt. Irvin Eisenhauer of Lower La Have, who returned recently with a very small catch of mixed fish with his new auxiliary

(Continued on Page 35)

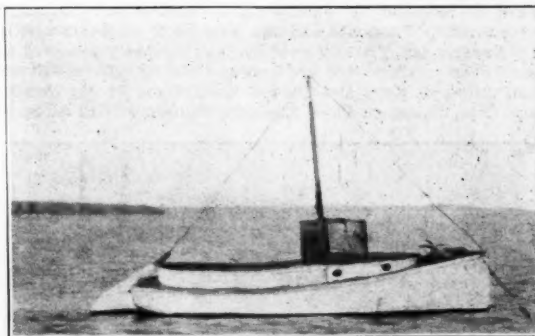
Yarmouth Fleet Brings in Good Fares

Melbarlene Fishing Co. to Have Fleet of Ten Boats

New Freezing Equipment for Swim Bros. Ltd.

By the Lurcher.

THE schooners *George and Earl*, Capt. Louis P. d'Entremont and *Courtney*, Capt. Luke d'Entremont, both handlining, and the *Grace and Ruby*, Capt. Ansel Snow, fresh halibutting, all owned by Laurence Sweeney; the *A. W. Longmire*, Capt. Simon Muis, owned by Austin E. Nickerson, Limited; *Roseway*, Capt. Louis LeBlanc, and *Cupola*, Capt. Andrew d'Eon, belonging to Mayor Walker, the former fresh halibutting and the latter handlining, are all doing well.



"E71", Capt. Gaspar Souza, Fairhaven, Mass., powered with a 4-30 Gray Engine, sold by Gray-Aldrich Co., Boston, Mass.

During the past few weeks they have been in port on several occasions and in every instance landed good fares of fish.

Fleet of Boats for Melbarlene Fishing Co.

The Melbarlene Fishing Co. of Yarmouth, N. S., incorporated in April, 1930, plans a fleet of at least ten auxiliary gasoline boats for shore fishing.

The *Vera and Dorothy*, the first of this fleet, was recently launched at the Wm. Crowell yard at Port La Tour. She is 52 feet overall and is powered with a 35 h.p. Acadia engine. She carries a crew of seven men and has a storage capacity of 25,000 pounds. It is understood that the entire fleet will be powered with Acadia engines.

The Melbarlene Fishing Co., is operating for J. R. Poole & Co. Ltd., of Yarmouth.

Swim Bros. Ltd., Installs Freezing Equipment.

The installation of rapid freezing equipment for Swim Bros. Ltd., of Lockeport, N. S., is practically completed.

"Yorkeo" refrigerating machinery has been installed by the Canadian Ice Machine Co. Ltd., of Toronto. There is also a Fairbanks-Morse self-oiling typhoon pump with a rated capacity of 2,500 gallons per hour. The new equipment includes a cork insulated storage chamber, to be used for bait supply, 24 by 70 feet with a capacity of 25,000 pounds daily. The storage capacity will be 500,000 pounds. The entire equipment entailed the installation of nearly four miles of pipe.

Tug "Madawaaska" Goes Aground.

The new tug *Madawaaska*, Capt. Cyr, bound from Saint John, N. B., for Carleton, Quebec, recently put into this port to have its compasses adjusted. The tug left Saint John in the early evening and shortly after encountered a very dense fog. Capt. Cyr was very cautiously feeling his way along the Digby Neck shore when about one o'clock in the morning the steamer struck and remained fast. It was about half ebb tide at the time and the *Madawaaska* remained fast, but fortunately on two large flat rocks. At eleven o'clock the same morning, when the tide was at its peak the tug refloated unassisted and without injury and Capt. Cyr at once proceeded for this port, arriving late in the afternoon. That evening Capt. J. E. Kinney adjusted the compass and the tug proceeded on its way to Carleton.

Dredging at South Channel and Evangeline Basin.

The Saint John, N. B., tug *Gregory*, is in port here with the dredger *Keta*, which is doing extensive dredging about the docks at the South Channel which will greatly add to the fishing conveniences at the several docks there. Previously to that dredger going there the large bucket dredger *Beconfield* was there and removed about 30,000 cubic yards of mud, leaving the *Keta* to clean up the docks. The *Beconfield* is now working at the Evangeline Basin where about 166,000 cubic yards of material are to be removed and the basin widened to 600 feet bottom measurement.

First Swordfish for Yarmouth.

The first fare of swordfish for this season was landed here by the Lockeport schooner *Lucille M.*, Capt. Gordon MacKenzie. The trip was purchased by Laurence Sweeney and consisted of fifty-three fine fish. They were shipped to Boston.

"Braemar" Management Entertains Yarmouth Line Officers.

A pleasing event recently took place at Yarmouth County's pretty resort "Braemar," when the management entertained at luncheon the officers of the Boston and Yarmouth line steamship *Yarmouth* and the New York-Yarmouth steamship *Evangeline*. The day was ideal and the party consisted of Capt. Crosby, Chief Officer Brown, Chief Engineer Glover, Chief Steward Keys and Purser MacKinnon, of the former ship, Capt. Lakeman, Chief Engineer Paulson and Chief Stew-



Edgartown, Mass., shellfishing fleet.

ard Holliston of the *Evangeline*, together with the correspondent of the ATLANTIC FISHERMAN. The affair was in every sense a most enjoyable one and the 11½ mile drive from Yarmouth to and from "Braemar" is among the most delightful to be found in Nova Scotia.

Personals.

The Seven Seas Fisheries, of Liverpool, Nova Scotia, are among the large fish buyers in the South Western section of Nova Scotia. On July 18 that concern shipped forty 500-pound cases of fresh halibut via Yarmouth to the Boston markets.

Capt. Walter Davis, of the Merritt-Chapman Wrecking Company, of New York, who very recently suffered a very severe injury, is so far recovered that he has been able to travel and spend a few days in Yarmouth.

Capt. Reuben Cameron, of Gloucester, Mass., recently arrived in Yarmouth and is traveling through Nova Scotia in the interests of a Gloucester fish concern.

The pretty cruising yacht *Karluk*, owned and sailed by George C. Williams, of Framingham, Connecticut, was recently in this port, with Mr. Williams and party on board. The yacht has been a regular annual visitor to Yarmouth for several years, Mr. Williams putting in here when on his way to Labrador where he goes yearly to do salmon fishing.

George Killam, of Yarmouth, in his auxiliary yacht *Kabob*, with a party of friends is on his annual cruise to Eastern points in Nova Scotia and the Bras d'Or Lakes. He expects to be gone about three weeks. Later in the summer Mr. Killam plans a cruise along the New England shores and will be at New York in good time to see the International Yacht Races.

The handsome yawl yacht *Teragram*, owned and sailed by Mr. Mixer, of New York, has been anchored in Yarmouth for a few days. The yacht arrived here from Gloucester, Mass., and made the run from port to port, under sail only, in just twenty-six hours. The *Teragram* is among the fast sailers along the New England coast and recently captured second place in the New London, Conn.,-Bermuda yacht race.

Canso Fishermen Aided by Weather Conditions

Mulgrave Industry Thrives on Salmon Imports

Trade Commissioner Addresses Fishermen

By Cecil Boyd

GOOD fishing weather prevailing for the past few weeks is enabling local fishermen to get in a good many days on the grounds with fair catches. That bad actor, the voracious dogfish, has been considerably in evidence on the offshore grounds recently, and of course, as goes without saying, is a most unwelcome visitor. During the first part of July, bait was very scarce, but herring struck in quite plentifully towards the middle of the month, and relieved the situation in that respect.

Only two firms are buying at Canso this summer. The Leonard Fisheries, who also have a branch at Port Hawkesbury, are operating as usual. The other firm, the Maritime Fish Corporation, now a part of the Atlantic Coast Fisheries, is only operating in a limited way compared with other years. Since the breakdown of their cold storage plant last winter and the removal of their canning apparatus to the former National Fish Company's plant at Port Hawkesbury, C. B., a few months ago, this firm has not been storing, processing or doing any manufacturing at their Canso plant. They are buying fish there but only to smack them at once to the plant of the National Fish Co. at Port Hawkesbury, which is also now owned by the Atlantic Coast Fisheries, and which is being now used by the Maritime, as their manufacturing and chief plant in this Eastern part of the Province. A large number, much the majority, of the fish handlers working at the Port Hawkesbury plant are from Canso, former employees of the firm there. Some 50 or 60 have thus been transferred. The plant at Hawkesbury however, is not as large as the Canso one, and cannot take care of as large a quantity of fish daily. As a consequence, the firm at Canso had to cut off quite a number of local boats for a few days about the middle of July. However, this was merely temporary, as large catches have not been coming in.

Port of Mulgrave Busy Center.

The Port of Mulgrave is on the mainland side of the Strait of Canso, just opposite Port Hawkesbury on the Cape Breton side. It is a railway center, about 23 miles by daily boat from Canso. Daily boats also ply there from Guysboro and Arichat, and a tri-weekly one from Cheticamp, Inverness Co. A. & R. Loggie Co., conducts a fish business there. They have a large plant with a cold storage and canning departments. During the last couple of months they have imported about 60,000 lbs. of fresh salmon from Newfoundland. These importations from the ancient Colony which they get every year are about over now for this season. Their salmon importations from this source used to be much larger years ago, but there are more buyers in that market of late years, making competition much keener.

R. W. E. Burnaby Addresses Fishermen.

R. W. E. Burnaby, Trade Commissioner for the Maritime Provinces in Central Canada, who has an office at Toronto, has been on a speaking tour of Nova Scotia, and on the evening of July 18th addressed a public meeting in the Ideal Theatre, Canso, under the auspices of the Board of Trade, on the subject of the promotion of trade between these two sections of the Dominion. In the course of his remarks he touched on the fishing industry, stating that much might be done to increase the selling of fish in Central Canada, through greater publicity and other means. He thought that co-operative methods in the selling of their product must be the goal of the Maritime Fishermen's Federation. After the public meeting Mr. Burnaby held an informal round-table discussion with a number of fishermen of Canso and vicinity.

Convention Delegates Enthusiastic Over Success of Meeting.

The Canso, Dover, and other Guysboro County and Richmond County Fishermen's Federation locals were well represented at the first annual Maritime convention of these re-

(Continued on Page 33)

Outing of Massachusetts Fisheries Association

THE annual outing and field day of the Massachusetts Fisheries Association was held in Marblehead on Saturday, July 26, with headquarters at The Fo'cas'le, Hotel Rockmere.

A party of over 300 left Boston from the Fish Pier at 1:30 P. M., escorted by four motorcycle policemen.

The committee on arrangements was headed by Martin Moran, of P. H. Prior Co., Chairman; George E. Willey, Ex-Officio.

George Baxter, Rush Fish Co., was in charge of the sports, and Harold Swindler, of Bay State Fishing Co., had charge of the ball game between Boston and Gloucester.

On arrival at Marblehead, the party was met by the selectmen who turned the town over to the fishing industry, terming the day "The Return of the Fishing Fleet to Marblehead".

The party was joined by a delegation from Gloucester, including Thomas Carroll, Chaney Hall and F. McG. Bundy, of Gorton-Pew Fisheries Co., Frank Pearce, of Frank Pearce Co., Joseph Guinane, of General Seafoods Corp., and Lawrence Hart of the Gloucester Chamber of Commerce.

The ball game was played at Marblehead Ball Park Playgrounds at 2:30 P. M., and when called off the score was tied 2-2. As there is a silver cup for the winner the game will be played again at a later date.

The sports were: pipe lighting contest for men, ginger ale contest for men, milk drinking contest for ladies, paper cutting contest for ladies, cigarette and necktie match for ladies and men, baseball throwing contest for ladies, obstacle race for men, candle race for ladies, swimming race for men, and nail driving contest for ladies.

Prizes for the sports and races were donated by: Atlantic & Pacific Fish Co., Bay State Fishing Co., Booth Fisheries Co., Commonwealth Ice & Cold Storage Co., General Seafoods Co., Gorton-Pew Fisheries Co., R. O'Brien & Co., The O'Donnell Co., O'Hara Bros. Co., B. F. Phillips Co., Tribuna-Magri Co.

The *Gertrude L. Thebaud*, with Louis A. Thebaud and nearly 50 invited guests from Gloucester, was invited to Marblehead so that the visitors and summer residents might see a real racing schooner.

Accompanied by the seiner *Florence K.*, Capt. Ralph Webster, the *Thebaud* sailed the outside course to Marblehead, and at the entrance to the harbor was met by the harbor patrol boat, while the *Florence K.* dropped astern.

The new dragger *Exeter*, Capt. Martin Peterson, built for the General Seafoods Corp., was already in the harbor at anchor, and was dressed up with code flags for the occasion.

The *Thebaud*, under command of Capt. Pine, dropped anchor in front of the Hotel Rockmere, and was greeted with cheers from the spectators ashore and whistles from the craft in the harbor.

The Bay State trawler *Gale* came from Boston for the occasion.

An inspection and review of the fishing boats were made in the afternoon.

Dinner was served at 6:00 P. M. at The Fo'cas'le with 355 people seated, and an additional number were served on the lawn of the Hotel.

The prizes were awarded in the evening and dancing was enjoyed until midnight.

E. H. Cooley, Manager of the Massachusetts Fisheries Association and his assistant Miss Nash were busy supervising the program and seeing that everybody enjoyed themselves.

Among the prize winners were the following: James Dorgan, William Kincaide, Jr., Miss Eileen Dimick, Miss Minnie Grandal, William Dorgan, Agatha Lannen, Harvena McNeill, Miss Mary Laverty and Miss Mary Senter.

Wm. C. Adams, of the State Fish and Game Department, was an honored guest.

Heard and Seen on the Boston Fish Pier

THE largest single day's catch of mackerel in six years arrived at the Fish Pier July 17. A fleet of twenty-two seiners brought in 1,050,000 pounds of the fish, caught in the South Channel seventy miles southeast of Highland Light.

Ocean Trawling Co. has completely overhauled the *Louis M. Winslow* and now has the *Yankee* and the *Mills* on the ways.

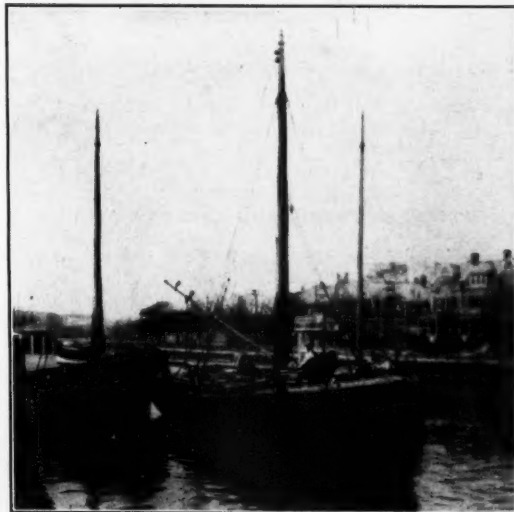
Capt. Dennis MacLean, formerly of the *Comorant* is now on the *Fish Hawk* for the Consolidated.

Capt. Dennis Boland has brought in some fine trips of swordfish.

Capt. Hayes of the *Albatross* owned by the Consolidated Fish Corp. had 90,000 pounds on August 1st. Capt. Leo Collins of the *Princeton* 70,000 pounds; Capt. Devine, of the *Shawmut* owned by the Massachusetts Trawling Co., had 80,000, and Capt. Pat McCue of the *Corinthian*, 52,000.

Walter Crowninshield of the Pier Machine Co., Inc., is keeping a crew of thirty expert mechanics busy.

The plant of Booth Fisheries is one of the interesting places on the Fish Pier. The methods of handling fish without using any forks that are employed here, and also in their plant at Portland, attract much favorable attention. This system of handling will be explained in detail in the September issue of the ATLANTIC FISHERMAN.



Trawler "Shamrock", 64 feet long, is one of the most interesting of her class operating off the Virginia coast. She usually works out of Hampton under the command of Capt. Kirk Evans and brings in some nice catches from the Atlantic ocean as she works without difficulty offshore. The "Shamrock" is equipped with a 60-70 Kahlenberg engine. Her trawler record is a good one.

A committee has been appointed to go to Canada to make arrangements for a Fisherman's Race to be held in October. It is expected that the *Bluenose* and *Gertrude L. Thebaud* will participate.

Brooks & Sprague, Inc., wholesale lobster dealers formerly located on Northern Ave., Boston, have purchased a waterfront site of more than 50,000 square feet in Lynn, and have erected a complete and modern plant and offices.

The firm ships more than a million pounds a year of live lobsters and lobster meat to all points of the United States East of the Mississippi River.

Members of the firm are Thomas W. Brooks, President, Capt. George A. Sprague, Director, and Raymond D. Smith, Treasurer. This is one of the largest lobster firms in New England.

Capt. Magnus Magnusson, of the *Notre Dame* has a device on his vessel called "Echo Receiving Gear." This is the Admiralty System for giving the exact depth up to 395 fathoms. It operates like a radio, with ear phones for the echo and a dial showing the depth.

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the world over.

THE STAMFORD FOUNDRY CO.
STAMFORD, CONN.



SHIPMATES



Edgartown shellfishing fleet, Edgartown, Mass.

With the Vineyard Fishermen

(Continued from Page 20)

first cruise as skipper of a two-sticker. Oh, the scrap promises to be a warm one before the wild geese fly South.

Inshore, the boys haven't found many swords until just at the last of the month when they seemed to strike. Fifty were taken close in around Nomansland during the week of July nineteenth, which is considered pretty fair fishing so close in, for these days.

All hands are rigged for swords and carrying long irons especially since a sea-lizard was raised by Capt'n Fred Colwell of Fairhaven who fishes out of Menemsha Bight.

Capt. Colwell Sights Sea Serpent.

Capt'n Colwell, and his mate George Roche, run a fifty-two foot otter-trawler, and supply the lobstermen with bait. Running in from back of Gay Head, on July 10, they saw something thrashing about and ran down to it. Roche was on the bow, and saw the thing first, and shouted to Colwell to sheer off. But the skipper being in the wheel-house couldn't hear plainly, and slipping his clutch, stepped out on deck letting the boat shoot right alongside the most cursed thing that man ever saw in salt water.

It was longer than the boat, bright yellow, with a head about four feet long, shaped like that of a cow with two long ears, or something that looked like them. It had four legs, jointed like a frogs, and with five-toed feet. As the boat shot abreast, the thing reached out with one hind foot and placing it against the bow, fended off, at the same time rolling up on its side and giving the men a dirty look from eight-inch eyes that showed a lot of white.

The tail had a ridge along the top, and was as large as a barrel where it joined the body. It had a pointed flipper on the end that was thrashed about considerably.

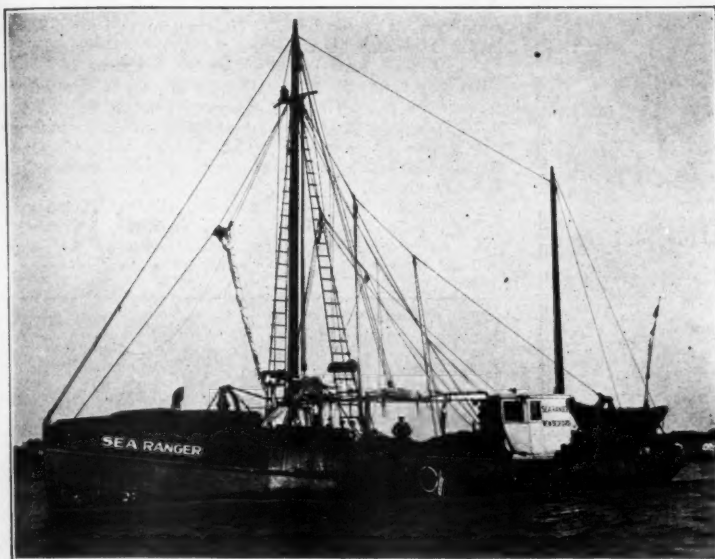
"Licker!" was the first exclamation of some of those who heard the tale. But there are plenty of witnesses to prove that both men were cold sober when they came in twenty minutes later, and moreover, they are not drinking men. Beside that, similar creatures have been sighted in the locality before, and the local paper, The Vineyard Gazette, has in its files, an account of something about the same that was seen near the same spot about seventy years ago. But no one has even been as close to the creature before and now that it has been so minutely described, the mystery is deeper than ever, for no one is able to offer any hint as to the identity of the thing.

Ocean Alive with Mackerel

The traps have had a rather tough month of it, taking things fore and by, as you might say. The seup have run a little at times, but the butters have gone except for a few small ones that are worth very little. Practically all that the gang has pursued are mackerel, and the heft of them are bullseyes. The whole blasted ocean is alive with mackerel and no relief in sight. One lad dumped six hundred barrels over the top-line at a single haul. They are hardly worth enough to bother with if they could be sold. But they can't. The big mackerel are just as thick off-shore, but we are told that everything is filled up and they are hard to get rid of.

Ordinarily, the smokers use the bullseyes, but now with large mackerel so cheap and better to handle, they are buying them instead. We haven't taken many large mackerel hereabouts, and what are caught bring better than the regular market prices because they are all retailed close to home. The tinker is the critter that is bringing the best price of all the mackerel family at this time. These are running large

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enough to be of legal length in New York and they are snapped up as fast as they are caught. Nearly every day the trap fishermen cull their fish, to separate the tinkers from the bullseyes, but occasionally, as before mentioned, there are too many of the latter to do this.

Hand-lining has not been too good either, and this is also laid to the calm hot weather that has allowed the mackerel to mass. The seabass have been taken in rather better quantities than last year, but the scup are everywhere, only they don't bite well. Plenty of natural feed, undisturbed by sea, is the answer. As a rule we will have a breeze now and then that scatters the fish and keeps 'em running till they get hungry. Then the boys will find 'em and they bite in grand shape.

Many Bluefish Taken.

There is one little ray of sunshine in the brand and breed of luck that these lads have struck. There are more bluefish in these waters than ever, and everyone is getting some. The traps have taken quite a number and the drailers have met with the most success in years. This doesn't apply to our own island fishermen, as we only have a few boats that engage in any such business, but boats operating in this vicinity are finding fish, and the sporting lads casting off the beaches have taken anywhere from 4 to 40 blues in a tide.

Otter Trawling About Average.

Otter-trawling is about average, with probably a few more Summer flukes running than there were a year ago. These fish, once used principally for lobster bait, are now about as good all-round stock as we can get.

Lobster Supply Exceeds Demand.

Plenty of lobsters are being taken but the demand is below par. The price is fairly low and our local wholesalers are carrying a great many now that they are through shedding and keep well. Prevailing thunderstorms around the shore resorts of the mainland are said to be responsible for this condition, but there is still enough Summer ahead of us to make a good season. Not a great many egg lobsters have been trapped thus far. That is, new ones. Plenty of those that were caught and marked last year, have shown up in the pots, but the new crop is slow in showing up.

Canso News Letter

(Continued from Page 30)

cently organized bodies held late in June. The delegates from Canso included Robert Meagher, Ex-Secretary of the Canso organization, Herbert Berrigan, present Secretary, August Haskins, Capt. Frank Lohnes, Chas. MacKenzie, Sam Mason, Robert Eustace Jr., and from Dover, there were John Casey, Alex. Keefe, and Ed. Conway. The local delegates, on their return gave glowing accounts of the harmony, businesslike manner, and general success of this, the first general convention of the United Maritime Fishermen.

Monster Halibut Taken.

A halibut weighing 350 pounds was caught off Alder Point, C. B., recently by Luigi Arseneau, son of Capt. John Arseneau, of Alder Point and sold to a cold storage company at North Sydney.

Canso Lobster Season Very Successful.

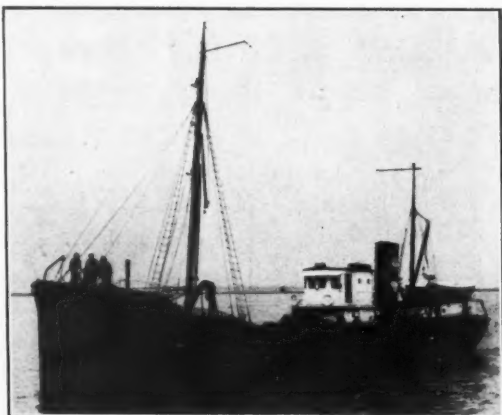
The lobstering is all over now in Eastern Nova Scotia, and the season may be summed up, as on the whole, a very successful one. The smacking of live lobsters from this section of the Province to Boston direct from the fishermen to the American buyers by Government subsidized carriers was a notable feature in connection with this year's operations, and reports are current that something of the same kind may be attempted for swordfish and halibut, beginning about Aug. 1st.

L'Ardoise Fisherman Loses Home.

At L'Ardoise, a little fishing village on the Cape Breton coast, the home of Paddy Doyle, was burned to the ground while the owner was at church, a mile and a half from home. When smoke was noticed issuing from the building, neighbors broke open the door but were unable to control the flames. Mr. Doyle, who is an old man without relatives in the village, lost his earnings from this year's lobster fishing, which he had stowed away in a trunk in the house. There was no insurance on the property.

Personal.

Capt. J. A. Pyche of Canso is caretaker of the Public Government Building at that place. Although retired, he is still interested in the fishing industry in the Maritime Provinces.



"Fordham"

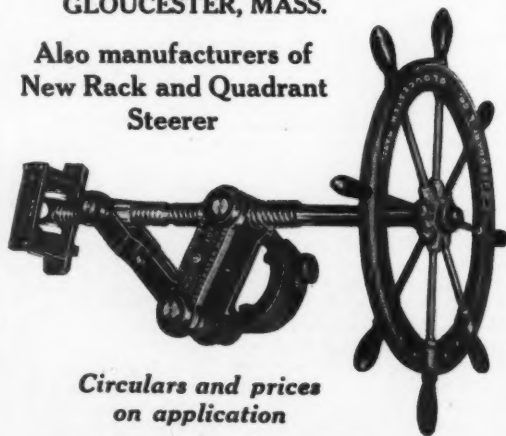
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Maine Activity

(Continued from Page 16)

Bangor Sea Salmon Pool Yields 109 Fish

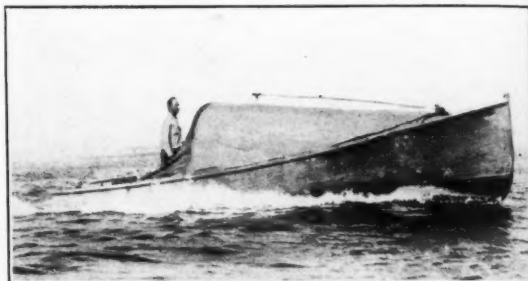
At the famous Bangor sea salmon pool this season only 109 fish were taken. The largest weighed 22¾ pounds. The nets and marlin in the Penobscot River weirs were lifted June 15 as required by law and it was believed more fish would get up to the pool. The run up to September is generally of small salmon weighing from 5 to 7 pounds.

New Hatchery at St. Andrews

An experimental fish hatchery has been erected on the grounds of the Atlantic Biological Station at St. Andrews. It has been supplied with both fresh and salt running water and is now in operation. The principles and methods for the successful hatching of the eggs of many kinds of fish are to be developed.

Record Output at Boothbay Harbor Hatchery

The U. S. Fish Hatchery, at Boothbay Harbor, has a great record this year under the direction of Superintendent Thomas H. Dorr. It has a total of more than four billion



"Jean", Capt. Fred Phillips, Marblehead, Mass., powered by Model "Pal" Palmer engine, sold by Rapp-Huckins Co., Inc., Boston, Mass.

flatfish, fry and fertilized cod eggs deposited in local waters. This is the largest output in the history of the station. The annual exhibit of crustacea, fish, seals and miscellaneous denizens of the deep is now at its best in the hatchery aquarium and attracts many Summer visitors.

Willard-Daggett Co. in Business 50 Years

In business for 50 years, 11 years under its present name, the Willard-Daggett Co., of Portland, has achieved the distinction of becoming the most complete fish handling concern in Maine. In addition to owning the Central Wharf property, the company operates lobster pounds along the Maine coast and sends out a fleet of 12 vessels of its own to bring in fresh, tasty seafood. In the three big lobster pounds of the company the crustaceans are held in reserve to supply plenty of shell fish when they are hard to obtain in their natural element.

In its smoke houses it turns out the Silver Bay brand of finnan haddies. The Gem of the Ocean salt fish is another of its products. Every day it handles quantities of fresh fish and lobsters at the main plant. F. S. Willard is president; A. D. Willard, vice-president, and J. E. Willard, treasurer.

Enlarge Plant of C. G. & R. B. Stevens Co.

C. G. & R. B. Stevens Co., fish and clam dealers, of Jonesport, are improving and enlarging their plant. They purchased three smoke houses and a large building on French House Island of the Seacoast Canning Co., and moved them to Jonesport.

Fish Waste May be Used at New Fertilizer Plant

A huge fertilizer factory with an initial investment of \$150,000 will be built at Stockton Springs by the Aroostook Federation of Farmers. In addition to the steel factory there will be a large wharf to handle the immense tonnage of materials to arrive by water. It is understood that fish waste may also be utilized as a fertilizer.

Well Known Sardine Carriers of Sea Coast Canning Co.

The *Hazel Leah*, Capt. Stuart of Lord's Cove, Deer Island, Maine, is one of the best known sardine carriers in commission. Her Captain is also commodore of the Sea Coast Canning Company's fleet. Her engineer is Audley Richardson, of Deer Island, who is, incidentally a university man.

The *Hazel Leah* is powered with a 50-60 h.p. Wolverine oil engine. She is 73 feet long, 16 feet beam and draws 7½ feet of water.

The *Sylvina Beal* of Eastport, another of the Sea Coast Canning Company's fleet, is 71.7 feet long, 17 feet beam and draws 7 feet of water. She is powered with a 100 h.p. Fairbanks-Morse engine.

Crew of "Boston College" Shares \$65 for Six Days

One of the crew of the *Boston College*, as it was discharging fresh fish at the Booth Fisheries plant, on Brown's Wharf, in Portland, stated that on the previous trip the men had shared \$65 for six days. He said a lot of the boys on the big trawlers out of Boston make from \$2,000 to \$3,000 a year. Where could they get that money ashore? And fishing wholly from the big mother ship wouldn't seem one-half as hard nor as hazardous as Winter bank fishing from dories.

Obituary

Captain Moses B. Linscott died at his home on Orrs Island in his 88th year. At one time he owned and was master of the fishing schooner bearing his name. He had three brothers all well known Casco Bay fishermen, retired, who survive him. He was a life-long resident of Orrs and highly respected.



"Marise", Capt. Harold McLaughlin, of New London, Conn., powered by a 50-60 two-cycle Wolverine Engine.

With the Lunenburg Fishermen

(Continued from Page 29)

boat *Barbara E.*, Capt. Eisenhower is now fitting up his craft for a fishing trip to the Cape Breton coast.

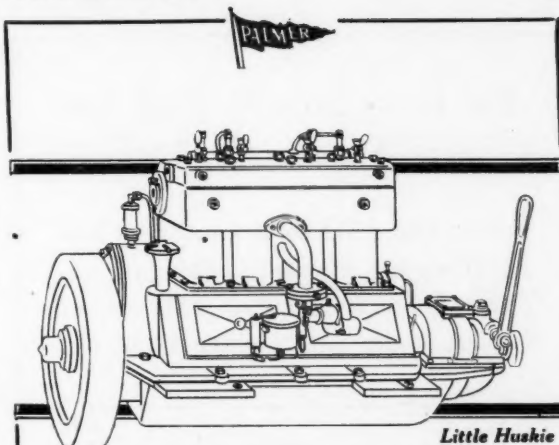
Reports received from the Riverport motor vessel *Ronald George*, Capt. Dan Romkey state that the vessel was at a Newfoundland port for bait with 800 quintals of fish.

Joseph Clark and Charles Scott, members of the crew of the schooner *Madelyn E. Hebb*, Capt. Fred Tanner, picked up after having been adrift three days in a dory, arrived back on the liner *Nova Scotia* which docked at Halifax from Liverpool. The men were landed from their rescue ship at Madeira.

The Eastern Fisheries divisional office received a telegram from H. B. C. Lake, Fisheries Department, Newfoundland, stating that Thomas White and Samuel Walters, who had strayed from the Lunenburg vessel *Jean M. Smith*, Capt. Albert Selig, on the fishing banks, had arrived at Trepassey, Newfoundland in their dory.

Schooner *George B. Cluett*, Capt. Kenneth Iversen from Boston, with a general cargo for the Grenfell Mission at St. Anthony, Labrador, called at Lunenburg en route.

The tern schooner *Daniel Getson*, Capt. George Getson, from Turks Island, arrived at Liverpool with a cargo of salt consigned to the Seven Seas Fisheries, Ltd.



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PNR1—1-cylinder.....	6 h.p.	F4—4-cylinder.....	35 h.p.
PNR2—2-cylinder.....	12 h.p.	F6—6-cylinder.....	50 h.p.
PNR3—3-cylinder.....	18 h.p.	NK2—2-cylinder.....	25 h.p.
PNR4—4-cylinder.....	24 h.p.	NK3—3-cylinder.....	35 h.p.
ZR1—1-cylinder.....	7 h.p.	NK4—4-cylinder.....	50 h.p.
ZR2—2-cylinder.....	18 h.p.	NK6—6-cylinder.....	80 h.p.
ZR3—3-cylinder.....	30 h.p.	Little Huskie—4 cyl....	15 h.p.
ZR4—4-cylinder.....	40 h.p.	Power-Boy Six	
F2—2-cylinder.....	18 h.p.	6-cylinder.....	40 h.p.
		P. A. L.—4-cylinder.....	25 h.p.
		Green Witch Six—6-cylinder.....	150 h.p.

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Also built without clutch and reverse gear, but with the same built-in ball thrust bearing, and the same equipment as above, 31" long, weight 375 lb. \$229

Model "Four-30". A sturdy, medium compression, medium duty, Four, famous for smoothness, power and speed. $3\frac{1}{2} \times 4\frac{1}{4}$ " stroke, 152 cu. in., 42" long overall. Develops 33 H.P. at 2400 r.p.m. Built in several styles: with and without clutch and reverse gear. \$269 to \$425

Model "Six-40". The shortest, lightest, lowest (above center of shaft), sturdiest Six in its power class. Big crankshaft, big bearings, $3\frac{5}{16} \times 3\frac{3}{4}$ " stroke. 50 1/4" overall. A power unit of amazing smoothness. A genuine buy at \$545

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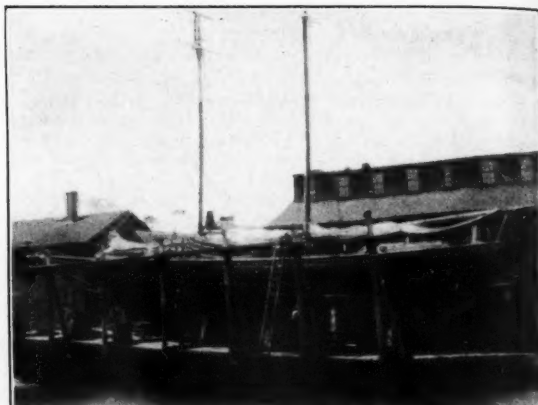
Write for the Gray Book of Boats, and the new 1930 catalog, giving full descriptions, specifications, and installation diagrams of twenty Gray models for 1930. 5 to 200 H.P.—a motor for every boat.

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GRAY MOTORS

BUILT BY PIONEERS—ENGINEERS—LEADERS



"Alice M. Doughty 2nd", Capt. Reuben E. Doughty, recently built by Reed & Cook, Boothbay Harbor, Maine. She is powered with an 80 h.p. Cooper-Bessemer engine. Photo shows her on the marine railway of the Portland Shipbuilding Co., So. Portland, Maine.

Two New Trawlers for New Bedford

CHARLES A. Morse & Son of Thomaston, Maine, recently built a 92 ft. beam trawler, 20 ft. beam, 10 ft. draft, for Capt. Werman Saunders of New Bedford, equipped with a 170 h.p. Cooper-Bessemer engine. Speed $10\frac{1}{2}$ knots. The Morse yard is building another similar trawler for Capt. Murley of New Bedford.

The name of Capt. Saunders' boat is *Katherine F. Saunders*, and Capt. Murley's boat will probably be named *Newfoundland*.

Building His Last Boat

CLEVELAND Trott of Kennebunkport, Maine, builder of fine sea craft, after finishing a job that will require 6 or 8 weeks' time, will start on a new boat which will probably be his last, as he is 82 years old and is looking forward to retirement next year.

"Lenarfish"

BURGOYNE'S Shipyard, Mahone Bay, Nova Scotia, has just completed the above named fishing smack for the Leonard Fisheries of Montreal. She is 85 feet overall, 20 ft. beam, $8\frac{1}{2}$ ft. draft, equipped with a 150 h.p. Kromhout engine, making 9 miles per hour. This boat is intended for fish carrying along the Nova Scotia coast.

Orders for One Year Ahead

JOSEPH M. Deveau of Salmon River, Digby County, Nova Scotia has just launched a 40 ft. boat with 90 h.p. for Boston owners; also three 40 ft. boats for Capt. Green and others of Grand Manan, New Brunswick. Mr. Deveau has on hand orders for one year's work.



"Lenarfish", built at Burgoyne's Shipyard, Mahone Bay, N. S., for the Leonard Fisheries of Montreal. She is 85 ft. overall, 20 ft. beam, $8\frac{1}{2}$ ft. draft, and is powered with a 150 h.p. Kromhout engine.

Hill Diesel Circular No. 21

CIRCULAR No. 21, just issued by the Hill Diesel Engine Co. of Lansing, Michigan, is so compiled and arranged as to give much information in a small amount of space. It illustrates the Hill Diesel 5" x 7" models, 1, 2, 3, 4 and 6 cylinders; also 6" x 10" models, 4 and 6 cylinders; with complete specifications and detailed information of value to anyone interested in marine engines.

The Hill Diesel auxiliary engine—generator, compressor and pump combined, is covered completely in circular No. 22.

Either one or both of these circulars may be had by writing the Hill Diesel Engine Co., Lansing, Michigan, or Olsen & McInnes, Inc., 88 Broad St., Boston, Mass.

Eastern Representative for Washington Iron Works

THE Washington Iron Works of Seattle, manufacturers of Washington Diesel engines will be represented in the East by the Proctor Engineering Co., Inc., 28 South Gay St., Baltimore, Md., with a New York office at 50 Church St., New York City, and the following representatives: Olsen & McInnes, 88 Broad St., Boston, Mass., and M. B. Bryan, 216 Tazwell St., Norfolk, Va.

The Washington Diesel is well known to Pacific coast fishermen. These engines range in horsepower from 44 to 1200 and are designed for the utmost accessibility.

William E. Proctor, President of the Proctor Engineering Co. served as a Lieutenant-Commander in the U. S. Navy during the World War. The Proctor Engineering Co. was established about nine years ago as marine representatives. For the past three years Mr. Proctor has made an intensive study of the construction and operation of Diesel engines in the course of which he has become very enthusiastic over the design of the Washington. He is an operating engineer, and previous to his experience in the Navy on engineering duty was Assistant-Chief and Chief in the Merchant Service.

Columbian Broadcast Offers Free Souvenir to Fishermen

EACH week-day evening between the hours of 6 and 6:30 o'clock, the weather forecast is broadcast over station WHDH of Gloucester, through the courtesy of the Columbian Rope Company.

In some of these broadcasts announcement is made that the Columbian Rope Company will send, free of charge, a useful souvenir to every fisherman who sends in a piece of the Columbian Tape-Marker.

The Columbian Rope Company tells us that this Tape-Marker is easy to find. If the rope you are using is Columbian, merely untwist one of the strands and you will find it. It is a folded paper tape which contains the words, "Guaranteed Rope, made by Columbian Rope Company." This guarantee is enclosed by red and blue bars.

Because of the large number of fishermen who have taken advantage of this announcement, the Columbian Rope Company suggests that those fishermen who have not sent in their piece of Tape-Marker for a souvenir, do so at once. They do not want to disappoint anyone, but these souvenirs are going fast. Address the Columbian Rope Company, Auburn, New York.

Standard Appoints New Sales Manager

THE Standard Motor Construction Company of Jersey City, N. J., announces the appointment of L. S. Devos as general sales manager, in charge of domestic and foreign distribution of Diesel marine and stationary engines built by the company.

American Shipyards Employing More Men

CONTRACTS for construction of \$54,000,000 worth of ships were placed during the first six months of this year, according to the National Council of American Shipbuilders. The number of men employed in shipyards has gradually increased since January 1, so that there are now 22,000 working.

Much of the work is being done on contracts placed in 1929, including sea-going merchant vessels of 1,000 gross tons or over, and two light cruisers for the United States Navy, the total value of the business is approximately \$95,855,000.

It is estimated that \$50,000,000 worth of contracts will be awarded within a few months.

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Telephone Connection



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you'll find it will pay you to power it with a reliable Kermath engine. For these engines are specially designed—rugged—economical—powerful—built to do a full day's work 365 days in the year.

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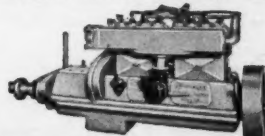
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Designer of Fishing Vessels
Brokerage
Listings sold of fishing craft for sale
Marine Basin, Foot of Hubbard St., Brooklyn, N. Y.

The Fairbanks Centennial

THE Fairbanks Scales Centennial, commemorating 100 years of scale making, was celebrated at St. Johnsbury, Vermont, the first week in July.

About 60 officers of Fairbanks-Morse & Company, who had come for the celebration from the principal cities of the United States and several foreign countries, and 115 members of the Twenty-five Year Club, were honored guests at a banquet on Thursday evening, July 3.

The largest collection of Fairbanks Standard scales ever shown at one time and in one place was on exhibition in the Armory as an important part of the program.

The celebration included a parade and pageant offering stupendous productions, the elaborateness of which amazed the thousands who attended.

St. Johnsbury was the home of Thaddeus Fairbanks, who in 1830 invented the platform scale.

Speaking of the century to come the following statement is significant: "Few organizations have the inherent worth to carry them through a hundred years of successful business. Organizations and products with even minor weakness cannot withstand competition for so long a period. Strict adherence to the highest standards of construction and fair dealing has won the unreserved confidence of industry in every product bearing the Fairbanks-Morse name. This gratifying confidence justifies continuation in the century to come, of the sound business principles upon which a hundred years of outstanding success has been built."

Portland Fish Company's Employees Insure

ALL general, sales and supervisory employees of the Portland Fish Company, Portland, Me., have taken advantage of their employer's offer to share with them the cost of a group health and non-occupational accident insurance program. The contract which is being underwritten by the Metropolitan Life Insurance Company, in addition to the actual protection provided, features a visiting nurse service.

Individual benefits are based on occupation, and range from \$10 to \$20 a week. These weekly payments will be made when an employee is unable to work due to sickness from any cause, or injury received while off duty.

"Standard" for MacDonald

ASIX-cylinder 250 h.p. Standard Diesel engine has been selected and ordered by Alexander MacDonald, of Ronald MacDonald & Son, of Gloucester, Mass., for their new 100 ft. dragger, the keel of which has been laid at Essex.

Fishermen's Meeting at Montauk

ON Wednesday, July 23rd, a meeting of fishermen was held in the New School Building at Montauk, L. I., under the auspices of the Middle Atlantic Fisheries Association.

A goodly number of fishermen of Montauk and vicinity attended. Captain Frank J. Tuthill of East Marion was selected as chairman of the meeting. He outlined the object of calling the fishermen together, and introduced Wm. Fellows Morgan, Jr., and J. H. Matthews, President and Executive Secretary, respectively, of the Association, as the speakers.

Mr. Morgan spoke of the functions and activities of the Association and the benefits to be derived through membership therein. He mentioned the advertising campaign that was conducted a few years ago and the possibility of commencing a new campaign in the near future. Among other subjects, he spoke of the legislation that has engaged the attention of the Association during the past and previous years.

Following Mr. Morgan's talk, Mr. Matthews went into detail as to many of the Association's activities, especially in regards to the producing fishermen. He pointed out the advantages of producers availing themselves of the marine insurance plan available to members. He explained what the Association is in a position to do for its members and cited several specific instances where the Association had been of signal benefit to individual members.



Use these pages to buy or sell any kind of Fishing Equipment.
Rates: 4 lines, \$2.00 minimum; 50c per line for all over 4 lines.
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Here are a few of our offerings: Friendship sloops 28' to 42', \$300 to \$2200. SPECIAL BARGAIN—36' 1930 rebuilt converted Friendship sloop, four berths, galley, toilet, self bailing cockpit, full headroom—a great boat for cruising, \$1100. 30' Rice Bros. sloop, 11 H.P. Bridgeport, just re-conditioned, \$500. 34' Friendship sloop, 15 H.P. Regal, hull rebuilt 1926, all in good condition, now in commission, \$550. 38' fish boat, 35 H.P. Roberts motor, new 1928, raised deck with pilot house, \$1700. 27' 6" x 7' 3" lobster boat, 20 H.P. Kermath engine, built 1927, \$825. 35' Jonesport lobster boat, 20 H.P. Kermath engine, built 1928, \$1000. 32' x 9' 6" trunk cabin fish boat, 14 H.P. Regal engine, \$850. Fishing schooner, 56' x 18', 40 gross tons, rebuilt 1929, N. K. Palmer engine new in 1929, now in commission, \$3000. 100 H.P. Lathrop, Mystic model used only two summers, guaranteed, \$785. 35 H.P. Kermath, Model F, rebuilt, \$350. 12 H.P. Model G Knox, rebuilt, fitted with magneto, double ignition, and reverse gear, \$100. 40 H.P. Lathrop engine, double ignition, just rebuilt \$485. 25 H.P. Kermath Unit F with electric starter, good as new with propeller outfit and storage battery, \$300. 40 H.P. four cylinder Hill-Diesel oil engine, guaranteed used only few months, with propeller, \$600. 70 H.P. Model D Sterling, rebuilt, \$400,—and many others. Write us as to your requirements. Our service is yours at no cost to you. REMEMBER there is always a market for boats and engines. Have you any to offer? We have clients in all parts of the U. S. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, MAINE.

FOR SALE

One 45 horsepower Bergsund Oil Engine with shaft and propeller. Priced low for quick sale. Apply United Sail Loft Company, Inc., Gloucester, Mass.

FOR SALE

32 foot fishing boat 16 h.p. Lathrop. Priced low for quick sale. W. O'Maley, 849 Third St., So. Boston, Mass.

WANTED

Quantity of second hand netting—some that has been used as a purse seine in catching small mackerel. Address reply ATLANTIC FISHERMAN, INC., P. O. Box 5.

FOR SALE

100 horsepower Fairbanks-Morse C-O with complete equipment. Priced low for quick sale. Apply T. Ralph Foley, Gloucester, Mass.

FOR SALE

Good second-hand chains, also trap anchors from 300 to 500 lbs. Michael Driscoll, Fish Pier, Boston.

FOR SALE

Several vessels for sale, ranging in price from \$1,000, according to age and condition. United Sail Loft Co., Inc., Gloucester, Mass.

FOR SALE

Two oil engine driven electric generators, 110 volts each, 15 kw., and one steam driven 10 kw., 110 volts. Thomas H. Brown, 25 Beaver Street, New York City.

NORTH STAR

Fishing schooner *North Star* for sale. Length 47', beam 14' 3", draft 7'. Complete swordfish gear, dories, dragging gear. Boat and gear in good condition. Is dragging at present. Price \$2,300. Fred Gamache, Jr., Point Judith, R. I.

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Gentlemen:

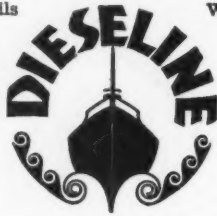
Enclosed you will find two ads to appear in your Mart Section of the next issue of Atlantic Fisherman.

It may be quite gratifying to you to learn that we are receiving excellent results from ads we are running in your paper.

Very truly yours

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Lubricating Oils Wiping Materials
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Index to Advertisers

American Manufacturing Co.	22-23
Amory, George F.	38
Atlas-Imperial Diesel Engine Co.	5
Bath Iron Works Corp.	34
Brownell & Co.	40
Cameron & Cameron	38
Columbian Rope Co. (front cover)	1
Cooper-Bessemer Corp., The	4
Fairbanks, Morse & Co.	7-8
Fauci Oil Co.	40
Firestone Footwear Co.	9
Forsyth, John	38
Frost, William	38
Gray Marine Motor Co.	36
Great Grimsby Coal, Salt & Tanning Co., Ltd.	36
Hamilton Co., R. S.	38
Hathaway Machinery Co.	10
Hill Diesel Engine Co. (Inside front cover)	2
Hood Rubber Co., Inc. (Inside back cover)	41
Hyde Windlass Co.	28
Kahlenberg Bros. Co. (Inside back cover)	41
Kernath Manufacturing Co.	37
Linen Thread Co., The (Back cover)	42
Mullen, Morris B.	38
New Bedford Cordage Co. (Inside front cover)	1
Norris-Hillis Oils Co.	40
Palmer Bros. Engines, Inc.	35
Ritchie, E. S. & Sons	38
Smith, L. E. Co., Inc.	40
Stamford Foundry Co.	32
Standard Motor Construction Co.	16
Stoddart, A. P. & Co.	34
Stratford Oakum Co., Geo.	35
Thistle, C. H.	38
United Sail Loft Co., Inc.	37
Vacuum Oil Company	1
Washington Iron Works	4
Whitlock Cordage Co.	39
Wolverine Motor Works, Inc.	22

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37
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38
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40
35
38
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34
35
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37
3
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10
33



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